



**East Dunbartonshire Council**

**DEVELOPMENT &  
INFRASTRUCTURE  
COMMITTEE**

FOR MEETING ON

**1 JUNE 2010**



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**East Dunbartonshire Council**

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A meeting of the Development and Infrastructure Committee of East Dunbartonshire Council will be held within the **Council Chambers, Tom Johnston House, Civic Way, Kirkintilloch** on **Tuesday, 1 June 2010 at 5.30pm**, to consider the undernoted business.

(Sgd) **DIANE CAMPBELL**

Director of Corporate and Customer Services

Tom Johnston House  
Civic Way  
KIRKINTILLOCH  
Glasgow G66 4TJ

Tel: 0141 578 8066

Date: 26 May 2010

**AGENDA**

1. Sederunt and Apologies.
2. Signature of Minute of meeting of the Development and Infrastructure Committee of 27 April 2010.
3. Any other business the Convener decides is urgent.

	<b>Contact No.</b>	<b>Item No.</b>	<b>Description</b>	<b>Page No.</b>
.....	578 8564	4	Traffic Signal Control in East Dunbartonshire – Report by Director of Development & Infrastructure. (Copy herewith).	<b>1 - 4</b>
.....	578 8526/ 574 5646	5	Scottish Government Consultation on Tree Preservation Orders – Report by Director of Development & Infrastructure. (Copy herewith).	<b>5 - 12</b>
.....	578 8524	6	Strategic Development Planning Authority Consultation on Wind Energy, Surface Coal and Aggregate Minerals Matters – Report by Director of Development & Infrastructure. (Copy herewith).	<b>13 - 18</b>
.....	578 8524	7	Consultation on Proposed Listing of Stone Railway Bridge Near Lennox Castle – Report by Director of Development & Infrastructure. (Copy herewith).	<b>19 - 24</b>
.....	578 8420	8	Findings of Scrutiny Performance by Development and Infrastructure Services Scrutiny Panel – Report by Director of Development & Infrastructure. (Report herewith).  <b>Provost Gotts, Lead Member of the Development &amp; Infrastructure Services Scrutiny Panel is invited to attend.</b>	<b>25 - 38</b>
.....	578 5502/ 574 5646	9	Civic Pride in East Dunbartonshire – Report by Director of Development & Infrastructure. (Copy herewith).	<b>39 - 44</b>
.....	574 5502/ 574 5646	10	Civic Pride Action Plan - Report by Director of Development & Infrastructure. (Copy herewith).	<b>45 - 48</b>
			<b>P.T.O.</b>	

	<b>Contact No.</b>	<b>Item No.</b>	<b>Description</b>	<b>Page No.</b>
.....	578 8628	11	Proposed Parking and Transportation Improvements in Lenzie - Report by Director of Development & Infrastructure. (Copy herewith).	<b>49 - 74</b>
.....	578 8576	12	West Chapelton Avenue and West Chapelton Drive, Bearsden – Proposed Speed Cushions - Report by Director of Development & Infrastructure. (Copy herewith).	<b>75 - 78</b>
.....	578 8420	13	Petitions – Traffic Management Measures in the Kessington Area of Bearsden - Report by Director of Development & Infrastructure. (Copy herewith).	<b>79 - 90</b>



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**DEVELOPMENT &  
INFRASTRUCTURE  
COMMITTEE**

**DATE: 1 June 2010**

**REPORT NO: D&I061-10**

**BY DIRECTOR OF DEVELOPMENT & INFRASTRUCTURE**

**CONTACT OFFICER**

**IAN ASHFORD, TEAM LEADER – TRAFFIC &  
TRANSPORTATION, 0141 578 8564**

**SUBJECT**

**TRAFFIC SIGNAL CONTROL IN EAST DUNBARTONSHIRE**

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**1.0 PURPOSE**

1.1 This report seeks to appraise Committee of current and future traffic signal control within East Dunbartonshire. It also seeks to appraise Committee of the lifespan of the current control system and provides information on future benefits of new traffic control systems.

**2.0 SUMMARY**

2.1 The majority of existing traffic controlled light systems are managed by Glasgow City Council (GCC) under Urban Traffic Control (UTC) known as CITRAC (Centrally Integrated Traffic Control) and is chargeable on an annual pro-rata basis. The pro-rata cost is calculated on the number of sites controlled by Glasgow City Council. As other Councils remove sites from CITRAC control the annual cost to East Dunbartonshire Council therefore increases. The system is archaic and is to be phased out within the next 18 months. The existing timings are dated and may not be providing the most appropriate staging/phasing to minimise delay for today's on-street traffic conditions due to fixed plans and stages. It is therefore prudent for financial, operational and air quality reasons that East Dunbartonshire Council looks to the future and implement a control system on all route corridors and also within town centres.

2.2 Nationally, the real time adaptive control features associated with SCOOT (Split Cycle Offset Optimisation Technique) based UTC are viewed as the way forward for traffic control within local authorities. SCOOT is an adaptive, real time method of traffic control which responds automatically to traffic fluctuations. SCOOT has proved to be an effective and efficient tool for managing traffic on signalised road networks and is now used in over 170 towns and cities in the UK and overseas including Glasgow and other neighbouring authorities.

2.3 SCOOT constantly monitors traffic flows upstream of all approaches to traffic signalled junctions within the network. This information is fed into the traffic model within the traffic control computer system, which evaluates the road network, in real time, for minimum delays and stops and implements the results through the on-street control equipment. This technology is the most widely used and innovative control technique currently used across the UK.

2.4 SCOOT systems use modelling techniques to forecast upstream and downstream conditions between traffic signal installations and make suitable adjustments to improve the flow of traffic and ease congestion on an area wide basis. SCOOT uses data from vehicle detectors and optimises traffic signal settings to reduce vehicle delays and stops, responding rapidly to changes in traffic. The system is centrally based and control is executed directly from the central computer. Existing controllers can be modified to accept SCOOT assuming that they are not obsolete. SCOOT is a predictive system which implements timings based on current flows applied to the network model. The effectiveness of the system depends upon the accuracy of the road network model. The model is set up before commencing operation and will update its own traffic model in real time, so unless there are major physical alterations to the network it does not require subsequent updating. There are many options that can be used within SCOOT to tailor the operation to effectively meet local policies or manage traffic in a defined manner. These include:

- the ability to relocate queues away from known ‘trouble’ spots; and
- the ability to manage pollution and public transport within the traffic model.

As SCOOT uses a traffic model, the information from this model can be used for future transport planning developments in the controlled area.

2.5 In summary, SCOOT based UTC can provide flexible, area based, demand responsive, real time control which can be used to minimise delay, congestion and pollution across an area / network. Generally it is the traffic control technology which the majority of Local Authorities within the UK are either currently using or striving to implement.

2.6 As noted above, there is a plethora of evidence regarding the benefits of SCOOT based UTC available, its justification is well ingrained in its use across the UK and beyond. Some of these are listed above whilst the website [www.scoot-utc.com](http://www.scoot-utc.com) provides further detail and research.

2.7 East Dunbartonshire Council has set out policy objectives and delivery targets for traffic and travel provision in the area as part of the Local Transport Strategy (LTS) 2008. The strategy embraces the following high level targets:

- Manage the transport network effectively with a focus on reducing congestion;
- Improve air quality in line with national air quality objectives for NO<sub>2</sub> and PM<sub>10</sub> and limit other forms of pollution;
- Promote active travel to develop the health and environmental agenda;
- A flexible and responsive strategy that is able to adapt to new developments;
- Target reduction in congestion by 5% by 2012 with currently 11% of car trips delayed by congestion, rising to 25% during peak times; and,
- Road network and asset management to manage the developing and existing network in a safe and effective manner to ensure future social and economic vitality in the area.

In relation to East Dunbartonshire Council’s target of ‘managing the transport network with a focus on reducing congestion’, the lack of SCOOT based UTC is a key missing link in this strategy.

- 2.8 SCOOT based UTC would actively manage corridors and town centres, studies have shown that SCOOT has been shown to outperform ‘good’ fixed time plans by reducing delay by more than 25%. SCOOT dynamically follows traffic patterns and therefore the timings do not “age” like the current Fixed Time CITRAC Plans. This gives about a 3% decrease in delay per annum.
- 2.9 From an environmental perspective the coordination of traffic signals, under SCOOT, has been proven to contribute to a reduction in pollution emissions by between 3% and 6%. In terms of vehicle emissions, SCOOT can be configured to provide estimates of the Carbon Monoxide, Carbon Dioxide, Oxides of Nitrogen, particulates and Volatile Organic Compounds emitted by vehicles on an approach by approach or corridor wide basis.

### **3.0 RECOMMENDATION**

It is recommended that the Committee:

- 3.1 Note the contents of this report.
- 3.2 Instructs the Director of Development & Infrastructure to develop proposals for the phased implementation of a new traffic control system within East Dunbartonshire and report back to a future Committee on the detailed implications.

## **DIRECTOR OF DEVELOPMENT & INFRASTRUCTURE**

### **4.0 IMPLICATIONS FOR OTHER DEPARTMENTS**

- 4.1 **Finance**  
Future implications to be assessed as proposals are developed.
- 4.2 **Legal**  
None
- 4.3 **Human Resources**  
None
- 4.4 **Public Relations**  
None



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**DEVELOPMENT &  
INFRASTRUCTURE  
COMMITTEE**

**DATE: 1 JUNE 2010**

**REPORT NO: D&I 065-10**

**BY DIRECTOR OF DEVELOPMENT & INFRASTRUCTURE**

**CONTACT OFFICER**

**NIGEL HOOPER, PLANNING MANAGER, 0141 578 8526  
KEITH SCRIMGEOUR, ROADS AND NEIGHBOURHOOD  
SERVICES MANAGER 0141 578 5646**

**SUBJECT**

**SCOTTISH GOVERNMENT CONSULTATION ON TREE  
PRESERVATION ORDERS**

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**1.0 PURPOSE**

1.1 The purpose of this report is to advise the committee of a Scottish Government Consultation on Tree Preservation Orders (TPO) and to suggest responses to the 16 questions it contains.

**2.0 SUMMARY**

2.1 The Scottish Government has issued a consultation paper on proposals aimed at bringing TPO regulations up to date and is seeking a response to a number of questions by 9 July 2010.

2.2 A recent review found that the TPO regulations were reasonably up to date and fit for purpose but a limited number of changes are proposed to reflect more recent primary legislation, a modernising trend towards greater inclusiveness and to increase the flexibility available to Planning Authorities. Details of the regulations, proposed changes and suggested responses to the questions asked are set out in the report.

**3.0 RECOMMENDATION**

It is recommended that the committee returns a copy of this report as the Council's response to the consultation.

**Director of Development & Infrastructure**

## 4.0 BACKGROUND

4.1 The Scottish Government issued a consultation paper on TPO at the end of April 2010 and is seeking responses by 9<sup>th</sup> July 2010. The consultation paper contains a draft regulation and model TPO document aimed at bringing the current arrangements (which have remained little changed since 1975) up to date. Research undertaken in 2002 found that the TPO system was basically sound but recommended a number of “fine tunings” to bring it up to date. Primary legislative changes were incorporated in the Planning etc. (Scotland) Act 2006 and the current consultation is focused on concluding this process with secondary legislation.

4.2 The proposed changes to the TPO system largely relate to:-

- a) Updating the regulations and model Order document to reflect the 2006 Act
- b) Moving the model order from regulations to guidance, allowing greater flexibility to Planning Authorities
- c) Introducing a new procedure to ensure that, those with an interest or those who made representations in relation to, a TPO are informed where the TPO has not been confirmed.
- d) Introducing regulations and procedures for varying and revoking TPO.

## 5.0 DRAFT REVISED REGULATION

5.1 Regulation 3 requires that a TPO must define the position of the trees through the use of a map which is of an adequate scale and clarity. The model Order document accompanying the map is currently contained within the Town and Country Planning (tree preservation order and trees in conservation areas) (Scotland) Regulations 1975. There is however no longer any requirement that the TPO document has to be set out in the form described in the associated schedule and it is therefore proposed that, although guidance will be issued by the Scottish Government, the final form of the Order document is a matter for the Planning Authority.

**Q1 Do you have any comments on the Model Order being contained within guidance rather than within the regulations?**

### **EDC RESPONSE**

This proposal is potentially problematic as, if different Order documents are adopted by adjoining Authorities, confusion may arise amongst customers.

5.2 There is currently no requirement for owners or occupiers of land adjoining the site of a proposed TPO to be notified that such an Order is being served. Introducing such a measure would be consistent with the principles of local accountability and transparency and give neighbours a role in ensuring that local amenity was being safeguarded by enabling wider policing. The additional staff time and resource implications involved in establishing ownership and serving notification could be a burden on Councils and lead to delays and having considered the available option the Scottish Government has concluded that it will leave the option of neighbour notification to the discretion of individual authorities. As a consequence of not introducing mandatory neighbour notification procedures the remaining requirements of Regulation 4 to place a copy of the TPO on deposit, advertise it in the local press and notify interested parties and the Forestry Commission will remain.

**Q2 Do you agree that neighbour notification should be at the discretion of the Planning Authority?**

**EDC RESPONSE**

It is considered that in order to avoid confusion over different practices arising between neighbouring Authorities this proposal should be mandatory.

- 5.3 Regulation 5 requires Planning Authorities to wait 28 days from notification and publicising of a TPO for interested parties to submit representations and thereafter to consider those representations, before the TPO is confirmed. This regulation remains unchanged.
- 5.4 It is proposed that where a TPO is subsequently confirmed the Planning Authority must give notice to the Forestry Commission, Registers of Scotland, interested parties and any person who made a representation, giving reasons for the decision or for any modifications made. This requirement to inform parties who have made representations reflects the wider aims of modernising the planning process.

**Q3 Do you support the requirement to notify any person who made representations of the Planning Authority's decision?**

**EDC RESPONSE**

This proposal is supported.

- 5.5 Under regulation 7 where a TPO is not confirmed by the Planning Authority it is proposed to introduce a requirement that the Authority again gives notice of this decision to the Forestry Commission, Registers of Scotland, interested parties and any person making a representation.

**Q4 Do you support the proposed procedures where a TPO is not confirmed?**

**EDC RESPONSE**

This proposal is supported.

- 5.6.1 The 2006 Act imposed a duty on Planning Authorities to review existing TPO and consider whether it is necessary to vary or revoke any of these. The procedures for the latter are contained within the 1997 Act and although these can be considered to be complex and time consuming the introduction of the simpler procedures could run contrary to the principles of openness and transparency. It is therefore proposed to incorporate the provision of the 1997 Act largely unchanged in the revised regulations. These broadly empower Local Authorities to vary or revoke a TPO by following the same procedure to undertake the necessary publicity and notification and inform parties of the outcome, as was undertaken in creating the Order.

**Q5 Do you agree with the proposed procedures for varying and revoking TPOs?**

**EDC RESPONSE**

Use of similar procedures for serving, varying and revoking a TPO is a sensible approach and is supported.

- 5.7 Regulation 10 controls work to trees in Conservation Areas requiring the owner to give notice to the Planning Authority six weeks prior to work commencing. The six week period allows the Planning Authority the opportunity to consider whether or not to serve a TPO or to discuss the proposal with the applicant. The current regulations set out a number of exceptions where no public notice is required including Forestry Commission Felling Licenses, work on local authority land, trees less 75mm in diameter, works to undertake planning consent, and certain works by statutory undertakers. It is not proposed to change this part of the regulations.
- 5.8 Ministers have the power under the 2006 Act to make regulations as to the form and manner in which applications to undertake work on protected trees can be made. It is proposed to assist applicants and speed up the process by using E-Planning arrangements as long as the application is accompanied by a map of sufficient scale and clarity. At the moment and as part of East Dunbartonshire Council's *e*-planning process it is a requirement for members of the public to complete and return a Tree application form to carry out work to trees which are subject to a TPO or within a Conservation Area. They must give a reason for carrying out such operations and identify the protected tree or trees which could be affected on a map to a scale of 1:1250. This has been in operation for three years and is working successfully; this proposal should therefore be supported.
- 6.0 PROPOSED MODEL ORDER (SCOTTISH GOVERNMENT GUIDANCE)**
- 6.1 Articles 2 and 3 of the Model Order prohibit work on protected trees and refer to their location on a map as well as listing the acts (cutting down, uprooting, topping, lopping, wilful damage etc) which require the consent of the Planning Authority.
- 6.2 Article 3 sets out exemptions to the above (in terms of statutory undertakers' activities, cultivation of fruit, implementation of a planning consent or safety issues). These exemptions extend to the implementation of planning permission and also permitted development undertaken by statutory undertakers.

**Q6 Do you agree with the principle of requiring an application for consent under a TPO where proposed development is either planning permission in principle or permitted development (other than statutory undertakers)?**

### **EDC RESPONSE**

The proposals clarify the position in relation to exemptions to the need to apply for permission to undertake works. East Dunbartonshire Council has always allowed an exemption where tree works form part of a planning consent but not where this relates to outline or planning permission in principle. It is important that this distinction is made very clear in document. The proposed exceptions appear also to apply to works undertaken under permitted development rights by statutory undertakers. It is not clear why this distinction is made and, as considerable damage can be done to trees during such activities it would be concerning if this exemption were to be embodied in the new provisions. The Council would not support such a proposal.

- 6.3 Article 5 enables the Planning Authority, where it has given consent for trees to be removed, to require replanting of specified species and numbers of trees together with specification of ground preparation and protection measures.
- 6.4 Article 6 has been modified to make up to date to the base Act to ensure that the Order is legally competent.
- 6.5 Article 7 proposes the removal of current provisions which enable the Planning Authority to avoid liability to pay compensation for losses incurred as a result of a decision to refuse permission to remove or work on trees covered by a TPO. It is proposed that claims for compensation must be submitted within six months of a decision. Claims will not however apply to loss of development value or damages of less than £500.

**Q7 Do you consider that the Model Order should contain exemptions from compensation? If so, what exemptions should be included?**

### **EDC RESPONSE**

The exceptions highlighted are considered to be acceptable.

- 6.6 The Model Order is proposed to be accompanied by two schedules (the first of which identifies the trees to be protected) but it is no longer proposed to enable areas of trees to be protected without full details being included in the schedule. This is in response to the difficulties encountered with monitoring and enforcement where areas of woodland are defined on a map without listing individual trees. It is, however, proposed to retain the facility to impose an emergency area TPO on an area basis as a short term measure.

**Q8 Do you support the retention of the area classification within Schedule 1?**

### **EDC RESPONSE**

Given that part of the Town and Country Planning ( Scotland ) Act 2006 places a duty on the planning authority to review existing TPOs it is expected that planning authorities replace existing area classifications with individual or group classifications where appropriate. On that basis it would be acceptable for the Area classification table to be removed.

**Q9 Do you consider that Schedule 1 is sufficient for the identification of the protected trees?**

**EDC RESPONSE**

As mentioned above area classification for identification of a site should be removed but still retain existing arrangements as part of Schedule 1 with regards to promoting a TPO. This relates to the description of the site which makes a specific reference to trees which could comprise of the following.

- A) Individual trees
- B) Groups of trees
- C) Woodlands

Schedules 2 and 3 constitute a list of the relevant sections of planning legislation and amongst other things refer to the requirement that Planning Authorities maintain a register of applications (Section 36), how applications are to be determined and appealed to Ministers where authorities refuse or fail to determine applications within two months (Sections 47 & 48) etc.

**Q10 Do you consider that the appeals' provisions contained within the model order are sufficient?**

**EDC RESPONSE**

This is a complex issue and requires more clarification. A meeting is to be set up with the Consultation Author and members of the Scottish Tree Officers Group to consider what benefits this will make to existing arrangements. The outcome of this process will be critical to the Council's final view on the matter.

**Q11 Do you consider that the appeals' provisions should restrict the matters that are raised at an appeal to those matters that were before the Planning Authority at the time of the decision?**

**EDC RESPONSE**

Please refer to response in question 10.

6.7 Overall the revised documents aim to make the content and language involved in the TPO process clearer, easier to understand and easier to use without losing legal precision.

**Q12 Do you consider that the proposed model order is easier to understand?**

**EDC RESPONSE**

Yes, the proposals do make matters clearer and easier to understand and use without losing legal precision.

**Q13 Do you consider that any provisions or information requires to be added to the model order?**

**EDC RESPONSE**

The Council have no further comment to make in this regard.

6.8 The consultation also seeks comments on regulatory and equalities impact issues.

**Q14 Are there any potential impacts on business or voluntary sectors that we should be aware of in finalising the regulations or model order?**

**Q15 Are there any potential impacts on particular societal groups that we should be aware of in finalising the regulations or model order?**

**Q16 Do you have any other comments to make on the draft regulations or draft model order?**

**EDC RESPONSE**

The Council has no issues to raise in this regard.

**7.0 IMPLICATIONS**

7.1 Finance None

7.2 Legal None

7.3 Human Resources None

7.4 Public Relations None



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**DEVELOPMENT AND  
INFRASTRUCTURE  
COMMITTEE**

**DATE: 01 JUNE 2010**

**REPORT NO: D&I 066-10**

**BY DIRECTOR OF DEVELOPMENT & INFRASTRUCTURE**

**CONTACT OFFICER:**

**STUART NEWLAND, SENIOR PLANNER 578 8524**

**SUBJECT:**

**STRATEGIC DEVELOPMENT PLANNING AUTHORITY  
CONSULTATION ON WIND ENERGY, SURFACE COAL AND  
AGGREGATE MINERALS MATTERS**

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**1.0 PURPOSE**

1.1 The purpose of this report is to recommend a response to consultation requests from the Glasgow and the Clyde Valley Strategic Development Planning Authority regarding proposed methodologies for Wind Energy, Surface Coal and Aggregate Minerals Spatial Framework.

**2.0 SUMMARY**

2.1 Promoting sustainable development and protecting and enhancing the environment of the Glasgow Metropolitan Area will form a key part of the forthcoming Glasgow and the Clyde Valley Strategic Development Plan.

2.2 A key question for the Strategic Development Planning Authority is how to manage the need to protect the environment whilst allowing key development sectors to deliver sustainable economic growth.

2.3 In this context, the Strategic Development Planning Authority has issued three consultation documents on the following key environmental policy areas:

- wind energy,
- aggregate minerals; and,
- surface coal.

2.4 These three consultation documents seek comments on the first steps to assessing how these issues could be taken forward and will assist the preparation of the Strategic Development Plan's Main Issues Report which is due for publication in September 2010.

**3.0 RECOMMENDATION**

It is recommended that the Committee:

3.1 Agrees the contents of this report as the consultation response.

**DIRECTOR OF DEVELOPMENT & INFRASTRUCTURE**

## **4.0 BACKGROUND**

### **Introduction**

- 4.1 Promoting sustainable development and protecting and enhancing the environment of the Glasgow Metropolitan Area will form a key part of the forthcoming Glasgow and the Clyde Valley Strategic Development Plan.
- 4.2 A key question for the Strategic Development Planning Authority (SDPA) is how to manage the need to protect the environment whilst allowing key development sectors to deliver sustainable economic growth.
- 4.3 In this context, the SDPA has issued three consultation documents on the following key environmental policy areas:
- wind energy,
  - aggregate minerals; and,
  - surface coal.
- 4.4 These three consultation documents seek comments on the first steps to assessing how these issues could be taken forward and will assist the preparation of the Strategic Development Plan's Main Issues Report which is due for publication in September 2010.
- 4.5 For each of the three consultation documents, the paragraphs below provide a brief summary of the document together with a commentary on the current position in East Dunbartonshire and a proposed response.

### **The Wind Energy Spatial Framework Proposed Methodology**

#### ***Summary of Consultation Document***

- 4.6 The Wind Energy Spatial Framework seeks to establish an effective framework for strategic wind farm planning within the context of the Strategic Development Plan. The consultation document defines strategically significant wind energy development as a wind farm with an output capacity of over 20 megawatts (approximately 10 turbines), and states that the siting of smaller wind developments is a matter for individual local authorities.
- 4.7 The consultation document identifies a proposed four-stage methodology for a spatial strategy based on constraints mapping and the identification of 'broad areas of search', and presents a series of maps outlining the proposed steps in this methodology. The four stages are as follows:
- Stage 1 – Identify areas of significant protection (international and national designations / greenbelt);
  - Stage 2 – Identify other constraints and policy criteria suggestions (historic environment / tourism and recreational interests / communities / aviation, defence and broadcasting interests);
  - Stage 3 – Identify remaining Area of No Significant Constraint; and,
  - Stage 4 – Broadly identify Areas of Search.
- 4.8 The majority of East Dunbartonshire falls within the greenbelt constraint and within the 2km settlement buffer constraint. None of East Dunbartonshire is identified as falling within the 'Area of No Significant Constraint' or as falling within a 'Broad Area of Search'. Indeed, the nearest Broad Area of Search is at some distance from East Dunbartonshire (in the south east of North Lanarkshire).

## ***Proposed Consultation Response***

- 4.9 There are currently no wind farms within East Dunbartonshire, and the Planning Service is not aware of any proposals for such development. None of East Dunbartonshire is identified as falling within the potential areas of search for significant windfarms identified in the approved Glasgow and the Clyde Valley Joint Structure Plan 2006.
- 4.10 East Dunbartonshire Council supports the proposed constraints mapping methodology for the identification of ‘broad areas of search’ for strategically significant wind energy development. This support relates to the four stages and to the particular constraints used.

## **The Aggregate Minerals Spatial Framework Proposed Methodology**

### ***Summary of Consultation Document***

- 4.11 Scottish Planning Policy states that the city regions are expected to form the principal market areas for the provision of aggregates and that planning authorities are expected to provide a land bank of permitted reserves equivalent to a minimum ten years demand at all times for the appropriate part of the city region market area.
- 4.12 The Aggregate Minerals Spatial Framework seeks to establish an effective methodology for identifying broad areas of search and minimum ten-year land supply for aggregate minerals. It also considers how the issue of demand might also influence the broad areas of search.
- 4.13 The consultation document discusses the extraction of Coal Bed Methane, noting the growing interest in this resource given the rapid depletion of conventional energy sources, and states that a 2002 UK Government Department of Trade and Industry funded study of all onshore coal deposits suggested that UK Coal Bed Methane “*has the potential to contribute around 29 years of natural gas consumption for the country, a significant contribution to the United Kingdom’s pressing need for a safe, secure and diverse energy mix.*” The document also discusses the extraction of peat, noting that areas of peatland that retain a high level of natural heritage conservation interest, or are important for their archaeological interest, or have value as carbon sinks should be protected and conserved through development plans and development management decisions.
- 4.14 The consultation document states that it is considered that the methodology used for the 1997 Glasgow and the Clyde Valley Aggregate Minerals: Report of Survey and the 2005 Scottish Aggregates Survey remains relevant and should be mirrored for the Strategic Development Plan. Using this methodology, the survey will gather information on the production, distribution and reserves of material produced and available from GCV quarries as at 2009. Accordingly, the following methodology is proposed:
- Phase 1 – Consultation with constituent local authorities to establish existing consented and licensed sites for hard rock, sand and gravel and any other relevant mineral extraction.
  - Phase 2 – Survey of operators to gather operational information regarding remaining reserves, production rates, life expectancy and market details for each site.
- 4.15 The collated survey results will provide the following information:
- an inventory of sites including the geographical spread of active and new sites and output;
  - production rates (million tonnes per annum);
  - distribution movements;
  - production, reserves and years supply;
  - assess levels of supply and demand; and,
  - relationship with the Strategic Development Plan.

### *Proposed Consultation Response*

4.16 There are currently two aggregate minerals extraction sites with planning consent within East Dunbartonshire:

- Douglasmuir Quarry near Milngavie (currently active); and,
- Inchbelle Sand Pit near Kirkintilloch (currently inactive).

4.17 The approved Glasgow and the Clyde Valley Joint Structure Plan 2006 identifies South Lanarkshire as the single search area for sand and gravel extraction sites.

4.18 The consultation document raises five specific consultation questions.

#### Question 1 “Is this correct approach in terms of distribution areas?”

4.19 In response to Question 1: The consultation document notes that it is likely that market areas extend beyond the constituent GCV local authority boundaries and states that issues of transportation and market will require consideration in identifying areas of search. East Dunbartonshire Council considers this to be a reasonable approach.

#### Question 2 “The GCVSDPA is not aware of any active interest in CBM within the GCV area. Do you consider this issue will become significant over the timescale of the SDP?”

4.20 In response to Question 2: East Dunbartonshire Council officers have been approached by, and held discussions with, the company that holds Petroleum Exploration Development License 162 which covers 400km<sup>2</sup> of the Central Scotland coalfield, regarding Coal Bed Methane test boring and extraction. These initial discussions focussed on a number of issues including how Coal Bed Methane is currently addressed in planning policy and whether planning permission would be required for test boring and extraction rigs in former coal mining areas. No detailed proposals for test boring or extraction sites have been presented since these initial discussions. It is understood that the company has also had contact with North Lanarkshire Council officers.

4.21 Given the recognition of the potential for Coal Bed Methane to contribute to the UK’s need for security and diversity of energy mix; given the statement in the National Planning Framework for Scotland 2 that “*planning authorities in the Central Belt should consider the potential for onshore gas extraction when preparing their development plans. As the pipe network required to facilitate gas extraction would extend across local authority boundaries, authorities may need to work together to develop a consistent planning policy framework*” (Paragraph 156); and given the existing interest from the industry, it is considered that Coal Bed Methane is likely to become an issue over the timescale of the Strategic Development Plan. For this reason, a policy response within the Strategic Development Plan would be welcomed.

#### Question 3 “Do you consider that peat extraction is or is not a strategically significant issue within the context of spatial planning within the GCV areas? Do you consider there are more acceptable alternatives to peat extraction?”

4.22 In response to Question 3: Areas of peat within East Dunbartonshire are not subject to pressure for commercial extraction and are in many cases afforded protection by natural environment planning policies. For these reasons, peat extraction is not a strategically significant issue for East Dunbartonshire Council. However, it is appreciated that other authorities within the Glasgow and Clyde Valley area may consider it a strategic issue.

#### Question 4 “Are there additional issues that should be included when considering demand for aggregates”?

- 4.23 In response to Question 4: at this stage, no additional issues have been identified for inclusion when considering demand for aggregates.

Question 5 “Is this methodology considered the best approach for the GCV area? Are there additional elements that should be included or steps that should be omitted given the strategic nature of the SDP?”

- 4.24 In response to Question 5: The proposed methodology is considered to be an appropriate approach for the Glasgow and the Clyde Valley area, in as far as it takes account of demand / supply issues for aggregate minerals. However, any methodology for identifying broad areas of search should also take into account environmental protection issues and other relevant constraints.

## **The Surface Coal Spatial Framework Proposed Methodology**

### ***Summary of Consultation Document***

- 4.25 Scottish Planning Policy states that the Strategic Development Plan should identify broad areas where the extraction of coal by opencast methods may be acceptable and set out the criteria to be addressed when assessing individual proposals.
- 4.26 The Surface Coal Spatial Framework seeks to establish an effective methodology for identifying broad areas of search. To this end, the consultation document outlines the following proposed methodology for identifying appropriate search areas:
- a desk study including observations and a note of all shallow coal reserves within the Glasgow and Clyde Valley area as shown on the mineral resources map produced by British Geological Survey;
  - the removal from this gross area of all main town and settlements, including a 500m buffer as per national policy;
  - the identification of residual despoiled land, i.e. dereliction;
  - the removal from this gross area of all relevant national and international environmental designations;
  - the removal of recently completed significant opencast mining sites; and,
  - identification of the remaining ‘net’ area as the new search areas for inclusion within the GCV area alongside the identification of relevant despoiled land which, following extraction, could contribute positively to the Green Network.
- 4.27 The consultation document also sets out criteria to be addressed when assessing individual proposals. These are very closely aligned to national policy set out in Scottish Planning Policy, and include the statement that there will be a general presumption against extraction outwith areas of search identified in the development plan. The consultation document notes that some of the criteria will be more appropriately dealt with in Local Development Plans, and that those areas will be specifically identified as the spatial analysis progresses.

### ***Proposed Consultation Response***

- 4.28 There are currently no surface coal extraction sites within East Dunbartonshire. None of the six search areas for opencast coal extraction identified in the approved Glasgow and the Clyde Valley Joint Structure Plan 2006 are located within or near East Dunbartonshire.
- 4.29 The consultation document raises three specific consultation questions:

Question 1 “Comments are sought on whether the existing search areas continue to be appropriate and offer realistic opportunities for surface coal extraction.”

- 4.30 In response to Question 1: as none of the existing six search areas are located within or near East Dunbartonshire, the Council is not in a position to comment on their appropriateness or remaining opportunities for surface coal extraction.

Question 2 “Is this methodology – strategic identification of ‘search areas’ in the SDP and assessment criteria in the LDP – considered to be the best approach for the GCV area? Given the strategic nature of the SDP and its focus, are there additional elements that should be included or steps that should be omitted?”

- 4.31 In response to Question 2: East Dunbartonshire Council supports the proposed methodology and considers it to be the most appropriate approach for the Glasgow and Clyde Valley area – it would provide a strategic framework for steering prospective developers away from areas that are likely to have unmitigatable environmental and community effects, while still allowing more detailed consideration at the Local Development Plan level. At this stage, no additional elements for inclusion or steps for omissions have been identified. For the avoidance of doubt, the Council would not support proposals to extend search areas into East Dunbartonshire.

Questions 3 “Would the industry welcome the opportunity to discuss the methodology and emerging spatial framework at a workshop?”

- 4.32 In response to Question 3: this question is not applicable to East Dunbartonshire Council.

## **5.0 IMPLICATIONS FOR OTHER DEPARTMENTS**

### **5.1 Finance**

None

### **5.2 Legal**

None

### **5.3 Human Resources**

None

### **5.4 Public Relations**

None



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**DEVELOPMENT AND  
INFRASTRUCTURE  
COMMITTEE**

**DATE: 01 JUNE 2010**

**REPORT NO: D&I 067-10**

**BY DIRECTOR OF DEVELOPMENT & INFRASTRUCTURE**

**CONTACT OFFICER:**

**STUART NEWLAND, SENIOR PLANNER 578 8524**

**SUBJECT:**

**CONSULTATION ON PROPOSED LISTING OF STONE  
RAILWAY BRIDGE NEAR LENNOX CASTLE**

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**1.0 PURPOSE**

- 1.1 The purpose of this report is to recommend a response to a consultation request from Historic Scotland regarding their proposal to list a stone railway bridge near Lennox Castle as a Category C(S) listed building.

**2.0 SUMMARY**

- 2.1 Historic Scotland have been asked to consider listing a stone railway bridge near Lennox Castle as a building of special architectural or historic interest under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.
- 2.2 A listing inspector from Historic Scotland has visited the bridge, consulted with colleagues, assessed the significance of the bridge, and reached an interim view prior to wider consultation. It is proposed that the bridge be listed as a Category C(S) listed building.
- 2.3 Historic Scotland are now seeking the Council's comments on the listing proposal for the bridge and its special architectural or historic interest, to assist in reaching a formal decision.

**3.0 RECOMMENDATION**

It is recommended that the Committee:

- 3.1 Supports the proposal to list the stone railway bridge near Lennox Castle as a Category C(S) listed building and agrees the contents of this report as the consultation response.

**DIRECTOR OF DEVELOPMENT & INFRASTRUCTURE**

## **4.0 BACKGROUND**

### **Introduction**

- 4.1 The listing process is operated by Historic Scotland under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 in order to identify, designate and provide statutory protection for buildings of 'special architectural or historic interest'. Listing ensures that a building's special character and interest are taken into account where changes are proposed and is intended to safeguard the character of Scotland's built heritage and to guard against unnecessary loss or damage.
- 4.2 Any work which affects the character of a listed building or structure will require listed building consent. Applications for listed building consent are, in normal circumstances, dealt with by the Planning Authority. In assessing an application for listed building consent, the planning authority is required to have special regard to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses.
- 4.3 Historic Scotland have been asked to consider listing a stone railway bridge near Lennox Castle as a building of special architectural or historic interest. A map identifying the location of the bridge is included as **Appendix 1**.
- 4.4 A listing inspector from Historic Scotland has visited the bridge, consulted with colleagues, assessed the significance of the bridge, and reached an interim view prior to wider consultation.
- 4.5 Historic Scotland are now seeking the Council's comments on the listing proposal for the bridge and its special architectural or historic interest, to assist in reaching a formal decision.

### **The Proposed Listing**

- 4.6 Listed Buildings are placed into one of three categories:
- Category A – buildings of national or international importance, either architectural or historic, or fine little-altered examples of some particular period or style or building type;
  - Category B – buildings of regional or more than local importance, or major example of some particular period, style or building type; or,
  - Category C(S) – buildings of local importance; lesser examples of any period, style, or building type, as originally constructed or altered; and simple, traditional building which group well with others.
- 4.7 It is proposed that the bridge be listed as a Category C(S) listed building.
- 4.8 The notes that accompany the draft listing state that the former railway bridge, which dates from circa 1866, has a distinctive castellated parapet in contrast to the other plainer bridges along this route. It is situated within the policies of category A-listed Lennox Castle. The parapet sets it apart from the other bridges in this stretch of the former railway line and is a result of its link to Lennox Castle.
- 4.9 As the railway line was to pass through land owned by the Lennox family, special consideration appears to have been given to the design of the bridge as it was located close to the castle itself. Information from Lennox family papers note an agreement with the Blane Valley Railway Company stating that the bridge should be 24 feet wide with an ornamental parapet and placed at a slight skew to suit the line of approach to the castle.

### **Comments on the Proposed Listing**

4.10 Historic Scotland set out the following three broad principles for statutory listing:

- age and rarity;
- architectural or historic interest; and,
- close historical association.

4.11 The Council is asked to set out factors which would support or undermine the case for listing in line with those criteria.

#### Age and Rarity

4.12 The bridge is of a sufficient age (1860's) to merit consideration for listing.

4.13 Documentary evidence demonstrates historic associations with the Lennoxcastle Estate, with specific reference made to the Honorable Mrs. Maragaret Lennox influencing the siting and design of the bridge. The Strathkelvin Railway Walkway (Moodiesburn to Strathblane) is spanned by numerous masonry bridges, and it is unlikely any other bridge was enhanced in a similar manner.

#### Architectural or Historic Interest

4.14 Historic Scotland have detailed various attractive architectural features, for example: castellated parapet, bull faced stone with ashlar margins and parapet; impost course and saddle backed coping. These are more refined when compared against other bridges, particularly the use of ashlar (i.e. smooth faced stone) and the castellated detailing.

4.15 As already noted the bridge has both direct historic links with both the Lennoxcastle Estate, the category 'A' Lennoxcastle and the Blane Valley Railway. These all had a significant influence on development patterns and the social and economic history of both Lennox town and the wider Glazert valley.

4.16 The accolade of a 'C' listing would give due prominence to these features of architectural and historic interest.

#### Close Historical Association

4.17 The Council notes the direct influence of the Lennox family on the bridge design. Their origins can be traced date to the Norman conquest, and family members regularly appear in local and national historical accounts.

#### Other Matters

4.18 It is understood that the bridge is currently in the ownership of Mactaggart and Mickel.

4.19 The Council's Roads Service have been consulted on the proposed listing, and advise that the master plan for the housing development on the Lennox Castle Hospital site shows the road over this bridge as an emergency access. Currently the site is not sufficiently developed for this to be required, but as further parts of the site are developed it will be necessary to have this emergency access available. This will require further works and alterations to be made to the bridge in order to meet highways safety standards. It will not be possible for the bridge to remain as it is, and it is expected that the alterations will include increasing the height of the bridge parapets.

#### Conclusion

- 4.20 In conclusion, the proposal to list the stone railway bridge near Lennox Castle as a Category C(S) listed building meets the three broad principles for statutory listing as set out by Historic Scotland. However, Historic Scotland is advised to take into account the future requirement for alterations to be made to the bridge (as set out in this report) in order to meet highways safety standards. These alterations, which are expected to include increasing the height of the bridge parapets, could significantly affect the special architectural or historic interest of the bridge.

## **5.0 IMPLICATIONS FOR OTHER DEPARTMENTS**

### **5.1 Finance**

If the bridge listing is confirmed, the Planning Authority will be responsible for ensuring that the owner maintains it to an appropriate standard reflecting its status.

### **5.2 Legal**

None.

### **5.3 Human Resources**

None.

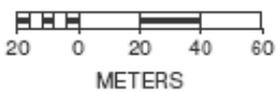
### **5.4 Public Relations**

None.

**APPENDIX 1**



SCALE 1 : 2,500



**Railway Bridge near Lennox Castle**

05 May 2010 16:21



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**DEVELOPMENT &  
INFRASTRUCTURE  
COMMITTEE**

**DATE: 1 June 2010**

**REPORT NO: D&I-009/10**

**BY DIRECTOR OF DEVELOPMENT & INFRASTRUCTURE**

**CONTACT OFFICER**

**DEREK CUNNINGHAM, DIRECTOR OF DEVELOPMENT  
AND INFRASTRUCTURE  
578 8420**

**SUBJECT**

**FINDINGS OF SCRUTINY PERFORMANCE BY  
DEVELOPMENT AND INFRASTRUCTURE SERVICES  
SCRUTINY PANEL**

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**1.0 PURPOSE**

- 1.1 The purpose of this report is to provide the Committee with the findings of the scrutiny of performance of services in the Development and Infrastructure Directorate undertaken by the Development and Infrastructure Services Scrutiny Panel at its meeting on 17<sup>th</sup> May 2010.
- 1.2 In accordance with corporate guidance relevant to the functioning of the Scrutiny Panels which was approved by Council in October 2009, all Panels are required to submit a review report to the relevant Strategic Committee, outlining their findings. (Report No. CSD/260/09/TD). The findings are incorporated in the corporate performance reporting template, which also sets out the focus of future scrutiny for the Panel. (see **Appendix 1**)

**2.0 SUMMARY**

- 2.1 The Scrutiny Panels are aligned to the work of services in the three Directorates. Their primary role is the scrutiny of performance aimed at challenging and prioritising service improvement activity.
- 2.2 At its meeting on 27<sup>th</sup> April, the Development and Infrastructure Committee approved the Business and Improvement Plans for 2010-2013 (Report No. D&I 054-10). The Committee also remitted the three Plans together with the How Good Is Our Service performance reports for 2009-10, for scrutiny by the Development and Infrastructure Scrutiny Panel and requested that the Panel report back on its findings to the next meeting of the Development and Infrastructure Committee.
- 2.3 The attached reporting template based on scrutiny undertaken by the Panel, sets out areas of good performance and areas requiring improvement for the above three services in the Development and Infrastructure directorate. Based on these findings together with an initial review of the content of the Business and Improvement Plans, the Scrutiny Panel has prioritised areas which will be the focus of future scrutiny.
- 2.4 The areas prioritised for future scrutiny focus will form the basis of the Scrutiny Panel Work Plan covering the period up to April 2012. The Work Plans for all Scrutiny Panels will be submitted for approval by Council in June 2010.

### **3.0 RECOMMENDATION**

3.1 It is recommended that Committee takes the following action:

- 1) Receives a verbal summary of the scrutiny findings from the Scrutiny Panel Lead Member
- 2) Notes that the improvement priorities set out in the Business and Improvement Plans for 2010-2013 incorporate the areas identified for improvement during 2009-10
- 3) Agrees the areas for future scrutiny focus outlined by the Scrutiny Panel in **Appendix One**
- 3) Notes that the areas for future scrutiny focus will form the basis of the Scrutiny Panel Work Plan for 2010-12 which will be submitted for approval to the June meeting of Council.

**DIRECTOR OF DEVELOPMENT & INFRASTRUCTURE**

# **DEVELOPMENT & INFRASTRUCTURE**

## **SCRUTINY PANEL**

**Findings of Scrutiny of Performance of Services in Development & Infrastructure**

May 2010

## HOW GOOD IS OUR SERVICE – 2009-10? – ASSETS & PROPERTY SERVICES

Areas of Good Performance	The Evidence We Used to Reach this Judgement
1. Implementation of Nutrition Act	Range of products available in schools all complying with nutrition act.
2. Property Maintenance in partnership with Housing Services has achieved 100% compliance for Gas Servicing and safety checks across the district.	All EDC owned properties have a compliant Landlords Safety Record indicating last service date.
3. Housing Repairs performance has improved again this year to its highest level.	Monthly Update Reports from Housing Repairs Centre
4. Repairs Appointment System has improved since its introduction in January 2009. Performance in this area was recorded at 100% in May 2009.	Monthly Performance Reports recorded by Housing Repairs Centre
5. Corporate Asset Management Plan approved	Council report
6. Corporate Asset Management database now in place and data uploads complete	Full suite of property data on condition, suitability, access (DDA) and electronic drawings (CAD)
7. The Condition and Suitability of the Council's property estate continues to improve	Statutory Indicators
8. Accessibility of the Council's properties for the disabled (DDA) continues to improve	Statutory Indicator
9. Energy Monitoring and Targeting software now in place	Software and links to Corporate Asset Management database
10. Links established between Corporate Asset Management database and GIS/mapping	Database/GIS mapping
11. Non-Operational Estate continuing to generate rental income above targets	Rental income figures
12. Energy Management property initiatives continue to generate further financial savings and carbon reductions	Increased investment in spend-to-save energy projects
13. Ongoing reviews of the property estate is continuing to generate revenue savings	Strategic Review (Assets) and current accommodation review.
14. Management of the Schools PPP Project	Contract management

<b>Areas Requiring Improvement</b>	<b>The Evidence We Used to Reach this Judgement</b>
1. School Meal Uptake - Continue to implement action plans on those premises with lowest uptake.	APSE benchmarking information
2. Integrated Design & Build Service within Property Maintenance - Develop further the integration of the two independent roles within the service.	
3. Implement system to accurately monitor energy consumption - Installation of EMT to all relevant premises and regular analysis of consumption reported	

### **BUSINESS AND IMPROVEMENT PLAN – 2010-2013 – ASSETS & PROPERTY SERVICES**

<b>Section One – Purpose and Priorities</b>	<b>Comments from Panel</b> None – comprehensive information provided
<b>Section Two – Supporting Improvement Planning</b>	<b>Comments from Panel</b> None – comprehensive information provided
<b>Section Three – Performance Management and Improvement</b>	<b>Comments from Panel</b> None – comprehensive information provided

## **FUTURE SCRUTINY FOCUS – ASSETS & PROPERTY SERVICES**

<b>Our Future Scrutiny Focus</b>	<b>The Evidence We Used to Prioritise</b>
Carbon and Energy Management	Performance information and national targets
School meal uptake and impact of nutritional standards	APSE Benchmarking data
Accessibility of Council properties	Performance Indicator
Suitability of performance targets in light of current economic climate	Performance indicators and awareness of constraints and budgetary pressures

## HOW GOOD IS OUR SERVICE – 2009-10? - DEVELOPMENT & ENTERPRISE

<b>Areas of Good Performance</b>	<b>Evidence</b>
1. Improvements in Town centre and Tourism support	Shortlisted for National Awards (Kirkintilloch Canal Festival and Public Realm improvements in Milngavie). £360k secured for Kirkintilloch as part of Scottish Government's Town Centre Regeneration Fund
2. Building Standards Authorisation of the PPP new secondary school estate for use within schedule	All schools fully occupied and functioning
3. Piloting of customer services care scheme in Building Standards	Successful completion of course by two members of staff
4. Introduction of core competency framework in relation to building standards verification	Verification competence record completed by BS surveyors
5. Continuing improvements in development application timescales within Planning	Performance indicators show performance has increased over the last three years from an initial figure of 50%, to 65% and now up to 75%
6. Local Plan development process	All stages of Local Plan have been achieved to set timescales with plan due for adoption in 2011. Reported via committee.
7. Introduction of new verification and neighbour notification processes to support planning applications	New systems operational from August 2009

## HOW GOOD IS OUR SERVICE – 2009 - 10? - DEVELOPMENT & ENTERPRISE

<b>Areas Requiring Improvement</b>	<b>Improvement Activity</b>
1. Improved Customer Engagement and feedback within Business Support Activities	Customer engagement - which is being addressed through evaluation activity for grants, described above.
2. More robust performance reports and monitoring of performance to improve response time for building warrants and completion certificates.	Increase percentage of warrant applications responded to less than 20 working days and completion certificate submissions responded to within 10 working days  Update and expand written procedural notes
3. Risk protocols in place to improve quality and ensure a consistent approach to verification and enforcement within Building Standards.	Developed through EDC partners
4. Investigation of the introduction of e-building standards.	Web information further developed and updated
5. Greater customer engagement through improved web information and services.	Web information further developed and updated
Continued improvement in timescales for development applications within Planning Service.	Improvements in response rates to meet national target of 80%
7. Introduction of fully functioning e-planning system.	Final testing of WAM and launch of full e-planning functionality

## BUSINESS AND IMPROVEMENT PLAN – 2010-2013 – DEVELOPMENT & ENTERPRISE

<b>Section One – Purpose and Priorities</b>	<b>Comments from Panel</b>  None – comprehensive information provided
<b>Section Two – Supporting Improvement Planning</b>	<b>Comments from Panel</b>  None – comprehensive information provided
<b>Section Three – Performance Management and Improvement</b>	<b>Comments from Panel</b>  None – comprehensive information provided

## FUTURE SCRUTINY FOCUS – DEVELOPMENT & ENTERPRISE

<b>Our Future Scrutiny Focus</b>	<b>The Evidence We Used to Prioritise</b>
% of Planning applications processed within target timescales.	Performance Indicators – require analysis by householder and non-householder applications.
Suitability of D&E benchmarking indicators	Benchmarking information (SLAED)
Business support service performance	Performance Indicators
Suitability of performance targets in light of current economic climate	Performance indicators and awareness of constraints and budgetary pressures

## HOW GOOD IS OUR SERVICE – 2009-10? - ROADS & NEIGHBOURHOOD SERVICES

Areas of Good Performance	Evidence
1. Cleanliness of local streets	Cleanliness scores of 78 in August, 75 in October and 83 in December 2009 surpass the target of 71 thereby evidencing strong performance in this area and demonstrating a clear area of good performance.
2. Reducing complaints	The waste management service has reduced its complaints in from 26.9 in 08/09 to 17.1 per 1,000 households in the period from April to December 2009 well in excess of an annual target of 35.
3. Responding to correspondence and concerns. The Roads Service has continued to monitor its response times to letters and other forms of correspondence and communication	The roads service is monitoring correspondence weekly and is providing monthly management reports regarding outstanding correspondence
4. Helping to deliver EDC major projects. The roads service continues to provide support developers in delivering the Council's flagship projects Kirkintilloch Link Road, the Bishopbriggs Relief Road and other major developments.	Ensured that the Kirkintilloch Link Road (KLR) was granted Roads Construction Consent (RCC) on time to allow the project to commence on site on programme, Bishopbriggs link Road is still being developed by planning and transportation
5. All call to the Roads Service are now taken through the call centre and coordinated through LAGAN	The LAGAN system is being developed in the Roads Service which will allow more detailed information regarding call response times
6. Planning Applications - All Planning applications, where there are environmental or landscape implications, are processed through the Greenspace service for comments and observations on Greenspace issues including conservation and biodiversity, tree and woodland issues, provision for play, landscaping proposals, maintenance etc.	Documentation retained and available from both Greenspace service and Planning.

<b>Areas of Good Performance</b>	<b>Evidence</b>
7. Works to Community Woodlands - Successful application to the Forestry Commission through the Scottish Forestry Grant Scheme (SFGS) and the Woodlands In and Around Towns (WIAT) scheme for 31 woodland compartments throughout East Dunbartonshire. A three years work commenced on these sites in 2007. A further application for the next two years has been approved for an additional eight sites	Greenspace is currently seeking specialist contractors to deliver the WIAT program
8. Community engagement - Continued development of engaging with Community Groups, Community Councils.	Greenspace is continuing to deliver community development but is having difficulties due to the Greenspace officers post remaining vacant.
9. Recycling performance	Statistical returns projects the recycling rate for 09/10 as 35.6%. and continues on an upward trend
10. Tonnage of Municipal waste collected and sent to landfill	Statistical projections show the tonnage of municipal waste sent to landfill in 2009/10 decreasing an actual figure will not be available until late April 2010
11. Introduction of Low Carbon vehicles onto the Council's Fleet with increased efficiency	Reduction in CO2 from Band D to B, and reduction in road fund licence.
12. Vehicle Maintenance – MOT preparation and performance statistics	Vosa statistics for First Time Pass 96.92%

<b>Areas Requiring Improvement</b>	<b>Improvement Activity</b>
1. Improve completion timescales for special uplifts	Assess recording system for special uplifts and improve completion timescales
2. Improve Street Lighting repairs completion timescales	Assess response timescales and set local targets for improvement
3. Timeous adoption of new roads for Housing developments	A fall in the number of applications has allowed the existing staff to maintain the system. The Strategic Operating Model has reflected the need for support for this function.
4. Compliance with reporting timescales set out in the Transport Scotland Act (2005)	The operation of the Symology has been reviewed and additional staff training is planned
5. Development of a Play Area Strategy	Brief has been accepted and this can now be proceed with the procurement process to the appointment of a consultant.
6. IT management systems development	Work progressing on Management system development.
7. Identify and action where recycling performance can be improved	Developing the collection of materials which will increase the % recycled and reduce the tonnage of municipal waste sent to landfill
8. Management of Hand Arm Vibration for Council Plant and Machinery	Introduction of HAVS measuring for all Council owned plant & equipment
9. Driver CPC training requires to be undertaken for all drivers in scope of new training directive / legislation.	Working in conjunction with the CROD and trade union partners, undertake the annual training for all Council drivers in scope of the new legislation with a category C1, D1, C, D C+E & D+E licence entitlement.

## BUSINESS AND IMPROVEMENT PLAN – 2010-2013 – ROADS & NEIGHBOURHOOD SERVICES

<b>Section One – Purpose and Priorities</b>	<b>Comments from Panel</b> None – comprehensive information provided
<b>Section Two – Supporting Improvement Planning</b>	<b>Comments from Panel</b> None – comprehensive information provided
<b>Section Three – Performance Management and Improvement</b>	<b>Comments from Panel</b> None – comprehensive information provided

## FUTURE SCRUTINY FOCUS – ROADS & NEIGHBOURHOOD SERVICES

<b>Our Future Scrutiny Focus</b>	<b>The Evidence We Used to Prioritise</b>
Refuse collection and recycling – recycling rates and landfill reduction.	Performance indicators and national targets
Monitoring of public utility reinstatements	Lack of historical performance data
Carriageway repair practices.	Performance indicators and complaints
Suitability of performance targets in light of current economic climate	Performance indicators and awareness of constraints and budgetary pressures



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**DEVELOPMENT &  
INFRASTRUCTURE  
COMMITTEE**

**DATE: 1<sup>st</sup> JUNE 2010**

**REPORT NO: D&I-071/10**

**BY DIRECTOR OF DEVELOPMENT AND  
INFRASTRUCTURE**

**CONTACT OFFICER(S)**

**DAVID DEVINE, HEAD OF ROADS AND NEIGHBOURHOOD  
SERVICES, 0141 574 5502**

**KEITH SCRIMGEOUR, ROADS AND NEIGHBOURHOOD  
SERVICES MANAGER, 0141 574 5646**

**SUBJECT**

**CIVIC PRIDE IN EAST DUNBARTONSHIRE**

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**1.0 PURPOSE**

- 1.1 The purpose of this report is to seek Committee approval for the establishment of a Civic Pride Strategy and Action Plan for the Council.

**2.0 SUMMARY**

- 2.1 Civic Pride means different things to different people and local authorities have adopted different approaches in different circumstances. In a broader more general sense it is a pride in place, a feeling of self respect or personal worth and a pride and sense of belonging in your community. It is about how people view themselves and how others see them. Civic Pride can be about a single street, a town or a village, or the wider community. It can be about heritage, local achievements and individual success. It can be about educational attainment, economic prosperity or environmental appearance and standards.
- 2.2 The Strategic Management Team have considered how Civic Pride may best be developed on a corporate basis and recognised that it should reflect the contributions, aims and aspirations of all service areas. It is also recognised that whilst there is no specific Council Civic Pride Strategy documented and in place, many effective contributions have been made and are being made.
- 2.3 East Dunbartonshire residents have a great deal to be proud of, surveys show that East Dunbartonshire is one of the best places in Scotland to live, we have the lowest crime rate for a mainland council and our residents have the longest life expectancy of any Scottish Council. Our customer surveys show a high level of satisfaction with Council services which is supported by the outcomes of our consultation processes. The concept of Civic Pride already features in the Councils response to National Outcome 13 in which we state “We take a pride in a strong, fair and inclusive local identity in East Dunbartonshire”.

- 2.4 Although East Dunbartonshire Council continually delivers Civic Pride services and outcomes within the local community, a more structured approach is now proposed through the establishment of Civic Pride Action Plans. These however cannot be imposed on our residents but should be based around known feedback from stakeholder engagement in order to promote community ownership and to afford the opportunity for Civic Pride Action Plans to become an integral part of the culture of the community. The success in achieving this aim will be the yardstick by which East Dunbartonshire's Civic Pride agenda will be measured.
- 2.5 Due to today's economic climate however, the budgetary pressures on existing Council services will remain high and Civic Pride action plans will require to be developed against a back drop of shrinking local government resources. Prioritisation, smarter working and enhanced community engagement and empowerment will therefore be key and will require be addressed in detail by Services when developing Civic Pride Action Plans.

### **3.0 RECOMMENDATION**

It is recommended that Committee

- 3.1 note the content of this report and;
- 3.2 endorse the establishment of a Civic Pride Strategy and Action Plan for the Council and;
- 3.3 remit this report to the other Service Committees for noting given the corporate nature of the proposals.

**DIRECTOR OF DEVELOPMENT & INFRASTRUCTURE**

## **4.0 BACKGROUND**

4.1 East Dunbartonshire has strong Civic Pride roots established through community working and the ongoing development of Council services that are not only better customer focused but also responsive to citizen needs, community involvement and empowerment. Success in Civic Pride service delivery and community working extends across all Council Directorates, examples of which are demonstrated below:

### **SOME CURRENT EXAMPLES OF CIVIC PRIDE ACTIVITY IN EAST DUNBARTONSHIRE**

- Establishment of a one stop shop for citizens to Council Customer Services by phone, in person and via the Web
- Improving the health of the resident population of East Dunbartonshire through CHIPS
- Investing £4m per annum in the Council's housing stock for better well maintained homes
- Fair and equal access to housing to eradicate homelessness through the Council's homelessness policy
- Regeneration of town centre and village communities and the improvement of transport links
- Provision of Mugdock Castle and Country Park one of Scotland's most visited facilities
- Street Cleanliness Index ratings above the Scottish national average
- Continuing to invest in the roads network infrastructure by spending over £4million per annum upgrading and maintaining carriageways, footways, bridges, street lighting and drainage.
- Providing one of the highest levels of winter maintenance service in Scotland
- Greenspace Strategy development for better landscapes and parks for communities and visitors
- Local Biodiversity plans maintaining and establishing local habitats for flora and fauna
- Designation of local nature reserves such as Lenzie Moss and Kilmardinny Loch
- East Dunbartonshire having one of the highest levels of secondary school attainment in Scotland
- Building Citizenship in Schools through voluntary and charity work by pupils in the community
- EDC's achievement in Eco Schools by 31 schools have now having achieved Green Flag Status
- EDC was first in Scotland to introduce LEAMS (Local Environmental Audit Management Systems) for schools

## **THE NEXT STEP IN THE CIVIC PRIDE JOURNEY**

- 4.2. From the above it has been demonstrated that Civic Pride is wide and diverse, the three underlying principles of People, Place and effective Stakeholder Engagement could be seen as a common linkage extending across any developing East Dunbartonshire Civic Pride strategy.
- 4.2.1 **PEOPLE**
- Stakeholders
  - People 'issues' accessing services
  - Community Ownership
  - Community Engagement
  - Participation and partnership working
  - Achievements
- 4.2.2 **PLACE**
- Identify place 'issues'
  - Physical 'Image'
  - Facilities
  - History / Heritage
  - Identify Events / Activity issues
- 4.3 Key to the successful delivery of the Council's approach to Civic Pride will be an effective communication and engagement strategy. In this regard the expertise of the Council's Customer Relations and Organisational Development Service, through the Corporate Communications Team, will be fundamental. Areas for consideration in developing this could include the following:
- Engagement with recognised community groups to identify how the community can be involved and actively contribute to a shared ownership and approach to the delivery of the Civic Pride
  - The ongoing promotion of Civic Pride through press releases and articles on the web and within Edit and ED Life etc. To recognise contributions and achievements and as any Civic Pride initiatives are taken forward
  - Building on the information and priorities identified by stakeholders through the Council's bi-annual customer surveys and through other consultation exercises.
- 4.4 A proposed programme for the establishment of a Civic Pride Strategy and Action Plan through engagement and joint working with Stakeholders is detailed below:
- Establish Civic Pride Communication and Engagement Strategy
  - Establish a cross service Civic Pride officers working group to develop a coherent corporate approach
  - Identify current contributions and activity across all services which could be pro-actively focussed to develop and promote a Civic Pride approach.
  - All services consider how Business Improvement Plans can recognise and support Civic Pride and to further develop these through the Business and Improvement Planning process in future.
  - Include Civic Pride objectives within the performance management and reporting processes established across the Council

## **5.0 IMPLICATIONS FOR OTHER DEPARTMENTS**

### **5.1 Finance**

No direct financial impact but may require some refocusing / reallocation of existing resources on a prioritised basis where appropriate.

### **5.2 Legal**

N/A

### **5.3 Human Resources**

N/A

### **5.4 Public Relations**

This report provides an opportunity to promote Civic Pride



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**DEVELOPMENT &  
INFRASTRUCTURE  
COMMITTEE**

**DATE: 1<sup>st</sup> JUNE 2010**

**REPORT NO: D&I-077/10**

**BY DIRECTOR OF DEVELOPMENT AND  
INFRASTRUCTURE**

**CONTACT OFFICER(S)**

**DAVID DEVINE, HEAD OF ROADS AND NEIGHBOURHOOD  
SERVICES, 0141 574 5502**

**KEITH SCRIMGEOUR, ROADS AND NEIGHBOURHOOD  
SERVICES MANAGER, 0141 574 5646**

**SUBJECT**

**DEVELOPMENT & INFRASTRUCTURE CIVIC PRIDE  
ACTION PLAN**

---

**1.0 PURPOSE**

1.1 The purpose of this report is to seek Committee approval for the Development and Infrastructure proposals to establish a more structured approach to Civic Pride through the development of a 3 year Civic Pride Action Plan.

**2.0 SUMMARY**

2.1 An earlier report has been considered by this Committee in respect of the development of a corporate approach to Civic Pride. This report provides a more detailed proposal and reflects how the Development & Infrastructure Directorate would seek to address Civic Pride objectives.

2.2 Due to today's economic climate however, the budgetary pressures on existing Council services will remain high and Civic Pride action plans will require to be developed against a back drop of shrinking local government resources. Prioritisation, smarter working and enhanced community engagement and support will therefore be key to successful delivery.

**3.0 RECOMMENDATION**

It is recommended that committee

3.1 note the contents of this report

3.2 endorses the development of identified Civic Pride actions in the current financial year

3.3 instructs the Director of Development and Infrastructure to develop a more detailed 3 year Civic Pride Action Plan for approval and implementation from April 2010.

**DIRECTOR OF DEVELOPMENT AND INFRASTRUCTURE**

## **4.0 BACKGROUND**

### **4.1 CURRENT EXAMPLES OF CIVIC PRIDE ACTIVITY IN EAST DUNBARTONSHIRE**

- Investing £4m per annum in the Council's housing stock for better well maintained homes
- Regeneration of town centre and village communities and the improvement of transport links
- Provision of Mugdock Castle and Country Park one of Scotland's most visited facilities
- Street Cleanliness Index ratings above the Scottish national average
- Continuing to invest in the roads network infrastructure by spending over £4million per annum upgrading and maintaining carriageways, footways, bridges, street lighting and drainage.
- Providing one of the highest levels of winter maintenance service in Scotland
- Greenspace Strategy development for better landscapes and parks for communities and visitors
- Local Biodiversity plans maintaining and establishing local habitats for flora and fauna
- Designation of local nature reserves such as Lenzie Moss and Kilmardinny Loch
- EDC was first in Scotland to introduce LEAMS (Local Environmental Audit Management Systems) for schools

### **A STRUCTURED APPROACH FOR DEVELOPMENT OF CIVIC PRIDE ACTION PLANS FOR THE DEVELOPMENT AND INFRASTRUCTURE DIRECTORATE**

4.2 Great strides have been achieved in East Dunbartonshire in the provision of Civic Pride within the community. The development of Action plans for Civic Pride however should allow Services to better focus efforts and to measure success in delivering sustainable Civic Pride on the ground. In regard to the Development and Infrastructure Directorate, whilst the establishment of a formal Civic Pride Action plan is still to be developed, the undernoted areas are suggested as those which should be targeted in the first instance. These provide an opportunity for early development and to highlight the immediate environmental improvements which can effectively contribute to the sense of pride in our community.

- Establishment of ambassador routes for street sweeping, litter picking, road and green space maintenance
- Decluttering of junctions, roundabouts and thorough fairs of unnecessary signage and fly posting
- Establishment of Gateway features for East Dunbartonshire at Council boundaries and identified towns and villages
- Improve the visual appearance of roundabout and junctions through more appropriate landscaping and revised maintenance regime

- Establishment of neighbourhood services teams who are able to take a joined up approach to street sweeping, sign washing, litter picking, graffiti & fly posting removal, grass cutting and road repairs
- Continued development of citizen partnership working for community tidy ups, securing sponsorship funding and the development of eco and Greenspace strategies
- Improving the visual appearance of communities through the continued provision of hanging baskets and floral displays from funding secured by sponsorship and shared watering regimes with partners such as the business community
- Continue to work with businesses, partners and the community for the sustained development and maintenance and cleaning of town centres

4.3 Given the need to work within existing budgets and financial constraints, this will require some degree of re-allocation of resources and changes to existing operational and maintenance regimes and activities. The approach being developed through the SOM process recognises this developing agenda and accordingly frontline operational structures and plans seek to secure flexibility and adaptability to assist in effective delivery. Opportunities will therefore increase as the new SOM structure is implemented in due course.

## **5.0 IMPLICATIONS FOR OTHER DEPARTMENTS**

### **5.1 Finance**

To be financed from existing budgets

### **5.2 Legal**

N/A

### **5.3 Human Resources**

N/A

### **5.4 Public Relations**

This report provides an opportunity to promote Civic Pride.



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**DEVELOPMENT &  
INFRASTRUCTURE  
COMMITTEE**

**DATE: 1 JUNE 2010**

**REPORT NO: D&I068-10**

**BY DIRECTOR OF DEVELOPMENT AND  
INFRASTRUCTURE**

**CONTACT OFFICER**

**GRAEME MCLAY, SENIOR OFFICER – TRANSPORTATION,  
0141 578 8628**

**SUBJECT**

**PROPOSED PARKING AND TRANSPORTATION  
IMPROVEMENTS IN LENZIE**

---

**1.0 PURPOSE**

1.1 The purpose of this report is to inform Committee of progress with proposals for a parking and traffic improvement scheme in the Lenzie area and to seek approval to proceed with local public consultation on these proposals.

**2.0 SUMMARY**

2.1 Following Committee approval of the Parking Strategy in 2008 (D&E 842-08) the Transportation Team have been preparing a detailed parking scheme for the area surrounding Lenzie station as this was identified as the top priority. In addition, the Transportation Team has been working with colleagues from Roads & Neighbourhood Services and The Kirkintilloch's Initiative on a scheme to improve traffic management along the Kirkintilloch Road (B757). This is linked to the opening of the Kirkintilloch Link Road (KLR), to encourage through traffic to use the new road and to reduce flows on the existing road, making the local environment quieter and more pleasant.

2.2 The resulting parking and traffic management improvements have been discussed with Local Members, Roads & Neighbourhood Services and the Police. In particular, the Police have been involved to address complaints about parking in the area of Lenzie Station. Details of the proposed scheme are provided in section 4 of this report.

2.3 The proposed improvements are now at the point where they can be presented to the local community for consultation. The scheme will operate on the B757 between Gallowhill Road and Crosshill Road. Phase 1 is removal of lining, visual narrowing of the B757 with antiskid paint and construction of Gateway features. Phase 2 is construction of a Lenzie Village Centre scheme.

2.4 With Committee approval, the Transportation Team will now carry out a detailed consultation with the local community and where necessary prepare appropriate Traffic Regulation Orders for the agreed parking and traffic improvement scheme.

### **3.0 RECOMMENDATION**

It is recommended the Committee approves:

- 3.1 Preparation and implementation of a detailed consultation programme with local residents;
- 3.2 Progression of Traffic Regulation Orders where necessary for any on-street parking management scheme following the consultation;
- 3.3 Implementation of Phase 1 of the B757 traffic improvement scheme;
- 3.4 Establishment of a project design group with appropriate transport agencies to further develop proposals for increased parking at Lenzie station;
- 3.5 Preparation of a capital bid for 2011-12 in relation to Phase 2 for further B757 traffic improvements. This would be subject to a further report to committee for approval.

**Director of Development and Infrastructure**

## **4.0 BACKGROUND**

### **B757 Traffic Improvement Scheme**

- 4.1 The B757 is currently used for journeys between Kirkintilloch and the M80. There is a large amount of through traffic that increases congestion and pollution levels. The Kirkintilloch Link Road is designed to remove this through traffic, but unless alterations are made to the existing route, over time both will become saturated. The traffic improvement scheme will create a main road through Lenzie that will promote a more village type atmosphere.
- 4.2 The scheme will operate on the B757 between Gallowhill Road and Crosshill Road. Phase 1 is removal of lining, visual narrowing of the B757 with antiskid paint and construction of Gateway features. Phase 2 is construction of a Lenzie Village Centre scheme.
- 4.3 Phase 1 will include five gateway features that will incorporate designs by local school children. These will be roadside signs with road markings to inform drivers they are entering Lenzie. Within the scheme, antiskid paint will be used to visually narrow the carriageway while still accommodating all types of standard vehicles. The narrower appearance will cause vehicles to slow down. Centre lines will be removed to encourage people to drive more carefully. This will be monitored and the lines can be repainted if necessary. Phase 1 of the program is estimated at £110,000 and can be completed in financial year 2010-11 using the Cycling, Walking and Safer Streets budget. These proposals are shown in the attached diagrams.
- 4.4 Phase 2 will provide Lenzie with a defined Village Centre. It is proposed to make the footway outside the shopping parade at Lenzie Station wider and more attractive by narrowing the carriageway. It is proposed to consult with blind and disabled groups over the fine details of the scheme. This phase of the scheme would be the subject of a new capital bid for 2011-12 with potential match funding being available through developer's contributions and Strathclyde Partnership for Transport. An indicative cost for Phase 2 is £230,000. Phase 2 will only proceed if funding is available.

### **Train Station Parking Management**

- 4.5 Since approval of the overall Parking Strategy for East Dunbartonshire (D&E 842-08) the Transportation Team have been developing detailed proposals for the area surrounding Lenzie Station. This has involved discussions with Local Members, community groups, the Police and colleagues from Roads & Neighbourhood Services. It is proposed that the following scheme is presented to the local community in combination with the above traffic improvement scheme as a combined package of measures to improve traffic management in Lenzie.
- 4.6 Surveys show insufficient parking at Lenzie Station for the current demand. This means drivers are using surrounding streets for parking. Lenzie Station car park is not owned by the Council. However, the existing north car park could be extended towards Lenzie Moss creating an additional 54 parking spaces without doing damage to the Moss itself. Further to this the Transportation Team would seek an agreement with the landowners to turn the current small car park near the entrance on the North side of the station into a short stay car park that could be used by Lenzie shoppers. There are also additional opportunities to develop car parking capacity behind the bank at the station and off Millersneuk Road. The available land is shown in the attached diagrams. This area of land is currently covered in grass, mature trees and has a large hollow in it.

4.7 To finalise the options and costs for increased station car parking the Council will establish a project design group with Network Rail, Scotrail, Strathclyde Partnership for Transport and Transport Scotland. Funding for this detailed design work is currently listed for funding in the SPT Capital programme as a Category 2 project. Subject to approval of this report by Committee a request will be made for this funding to be made available through reprioritisation as Category 1. This group will consider funding options for implementation of increased parking at the station.

4.8 In addition to increased parking at the station, there is the existing on street parking to manage. The proposal is to create a 2 hour parking restriction designed to impact on commuting traffic and not local businesses. The final timings for the restrictions will be a 2 hour period in the morning between 09:00 and 12:00. These times have been discussed with the Police and are also designed not to affect schools. The restrictions would be applied on the following Roads:

Alexandra Avenue	Alexandra Park
Alexandra Gardens	Alexandra Road
Beechmount Road	Cedar Dr
Fern Avenue	Garngaber Avenue
Glenbank Avenue	Glenbank Road
Glenhead Road	Grove Park
Hawthorn Avenue	Heath Avenue
Heriot Road	Millersneuk Road
Millersneuk Crescent	Moncrieff Avenue
Regent Square	Victoria Road (north of Albert Road)

4.9 There are roads within the scheme where any non resident parking would be particularly undesirable or where the Council has not adopted the road. With the agreement of residents, a longer parking restriction will be promoted. This longer restriction will likely last from 08:00 to 18:00 though the final timings will be agreed with Strathclyde Police. All of the proposals are shown in detail in the attached diagrams.

4.10 Within these types of schemes it is normal for yellow lines to be put down and for many timing plates to be put up to inform parkers of the scheme. This creates a significant initial cost, a large maintenance cost and signage clutter. In contrast, the proposed approach is to clearly sign that a parking restriction scheme is in operation at all the entrance points to the scheme. This requires larger signs at the entrance points and only a few smaller signs within the scheme. This approach has been used successfully in other areas.

4.11 To accommodate residents and others for whom it is necessary to continue to park within the scheme, there will be a system of parking permits. These will have car number plates and an identifying I.D. number so that the owner of the permit can be traced. These permits are currently being agreed with Strathclyde Police. Users could include residents, visitors and trades people.

4.12 It is proposed that the costs of the on-street parking project are met using developers contributions available as a result of the Woodilee section 75 agreement for access improvements to the station. The permit scheme will also have a small revenue implication. This would be approximately £5 per annum to cover the production of the permit and would be charged directly to the user of the permit.

4.13 As a result of the detailed work required for increasing car parking at the station and the requirement to progress Traffic Regulation Orders for the on-street parking proposals, the likely implementation timescale is 18-24 months.

4.14 All approved works will be monitored to assess traffic impacts and further reports provided to the committee.

## **5.0 IMPLICATIONS**

- 5.1 Finance All costs approved by this paper can be met from existing budgets and secured external sources. Further capital bids and external funding will be required for Phase 2 of the traffic improvements and any increased parking at the station.
- 5.2 Legal The requirement for the production of a number of Traffic Regulation Orders and a potential Local Public Inquiry.
- 5.3 Human Resources Developing the scheme will require input from the Transportation Team, Road Service and the Drainage Team.
- 5.4 Public Relations The Council will be seen to be addressing traffic issues and the parking situation.

**Diagram 1**  
B757 Phase 1  
North Works

**Key**

- Anti Skid Paint
- Gateway



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**Diagram 2**  
B757 Phase 1  
Mid Works

**Key**

-  Anti Skid Paint
-  Gateway

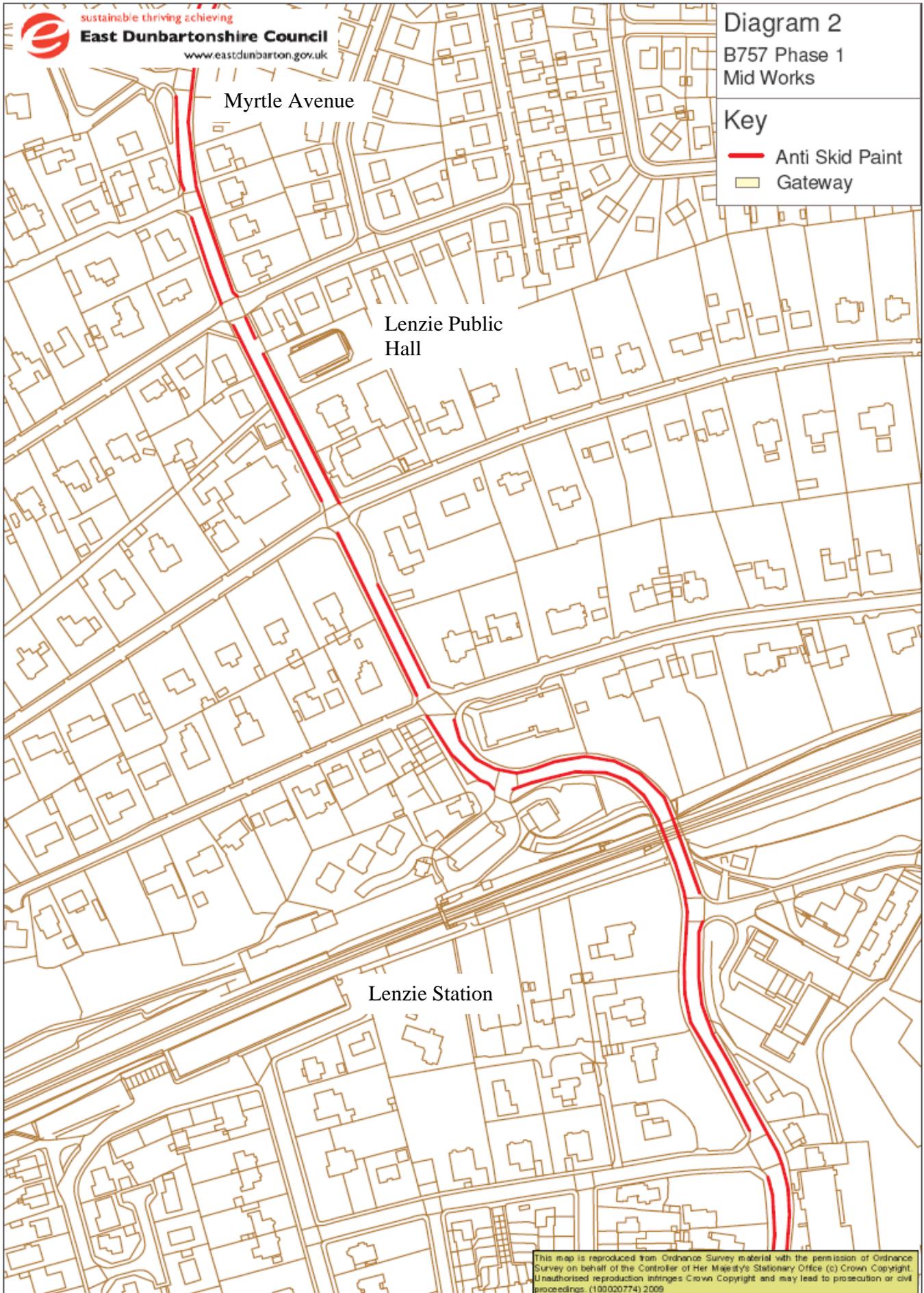


Diagram 1  
North Restrictions

**PARKING**



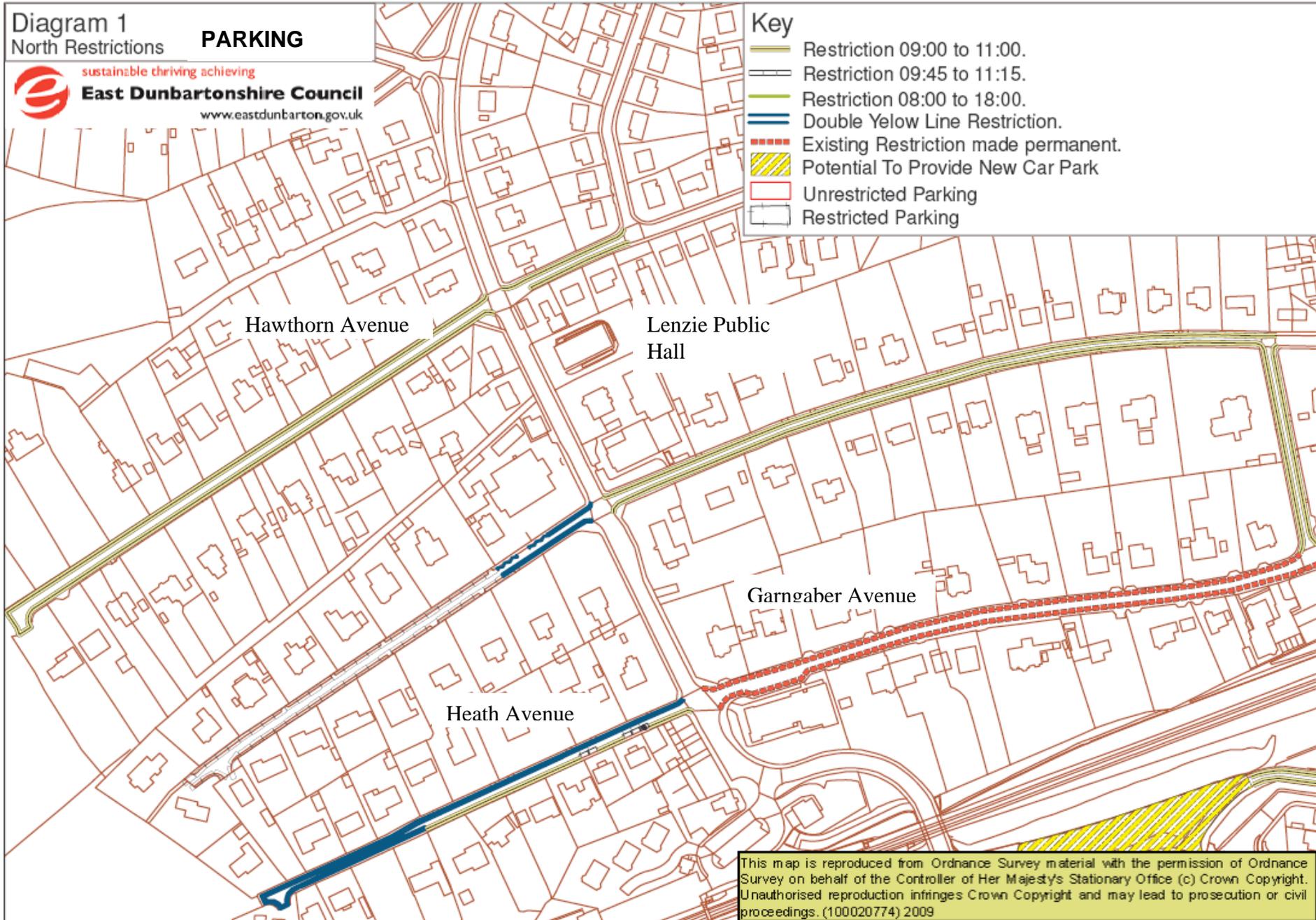
sustainable thriving achieving

**East Dunbartonshire Council**

www.eastdunbarton.gov.uk

**Key**

- Restriction 09:00 to 11:00.
- Restriction 09:45 to 11:15.
- Restriction 08:00 to 18:00.
- Double Yellow Line Restriction.
- Existing Restriction made permanent.
- Potential To Provide New Car Park
- Unrestricted Parking
- Restricted Parking



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Diagram 2  
South Restrictions

**PARKING**



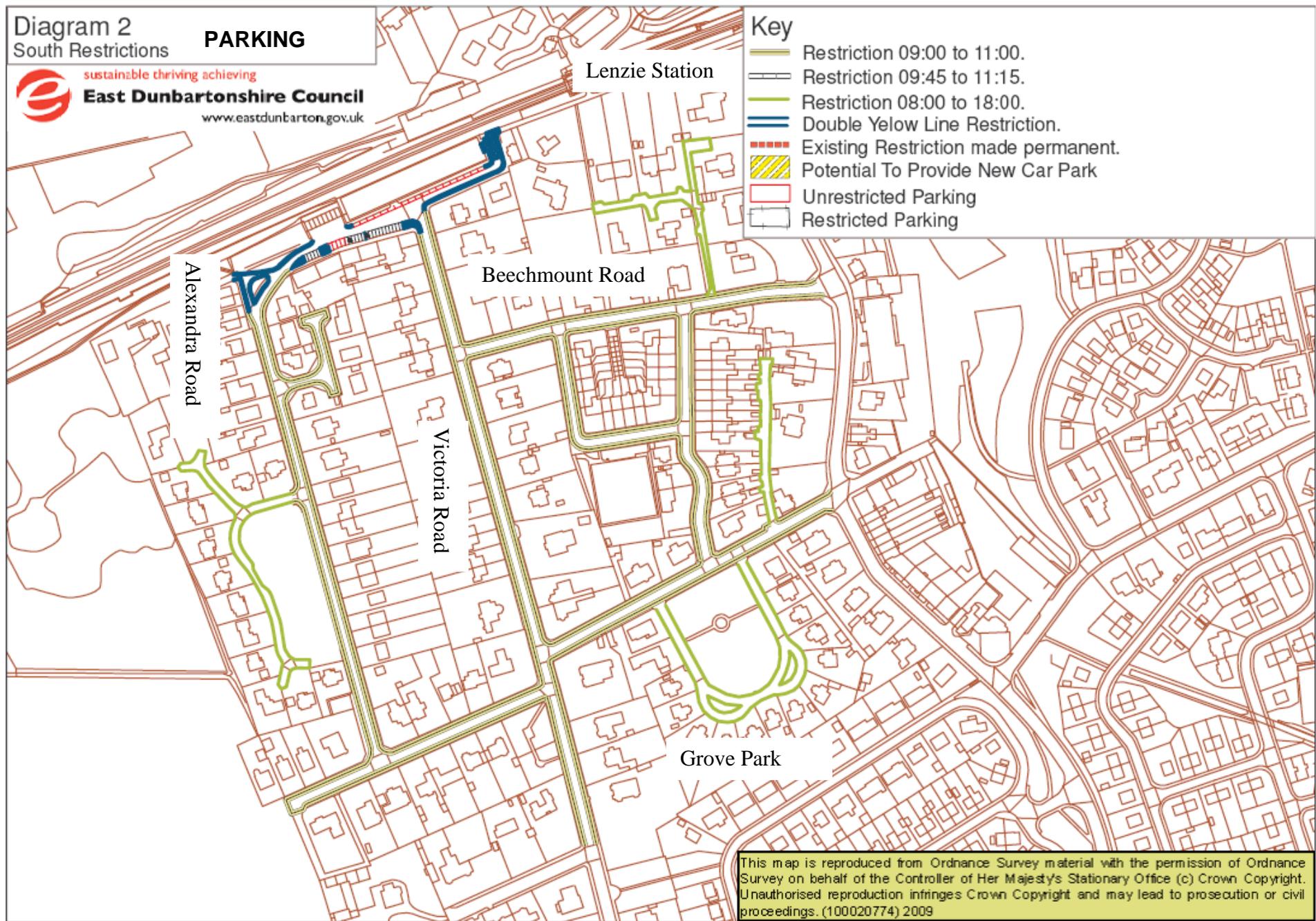
sustainable thriving achieving

**East Dunbartonshire Council**

www.eastdunbarton.gov.uk

**Key**

-  Restriction 09:00 to 11:00.
-  Restriction 09:45 to 11:15.
-  Restriction 08:00 to 18:00.
-  Double Yellow Line Restriction.
-  Existing Restriction made permanent.
-  Potential To Provide New Car Park
-  Unrestricted Parking
-  Restricted Parking



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Diagram 3  
East Restrictions

### PARKING



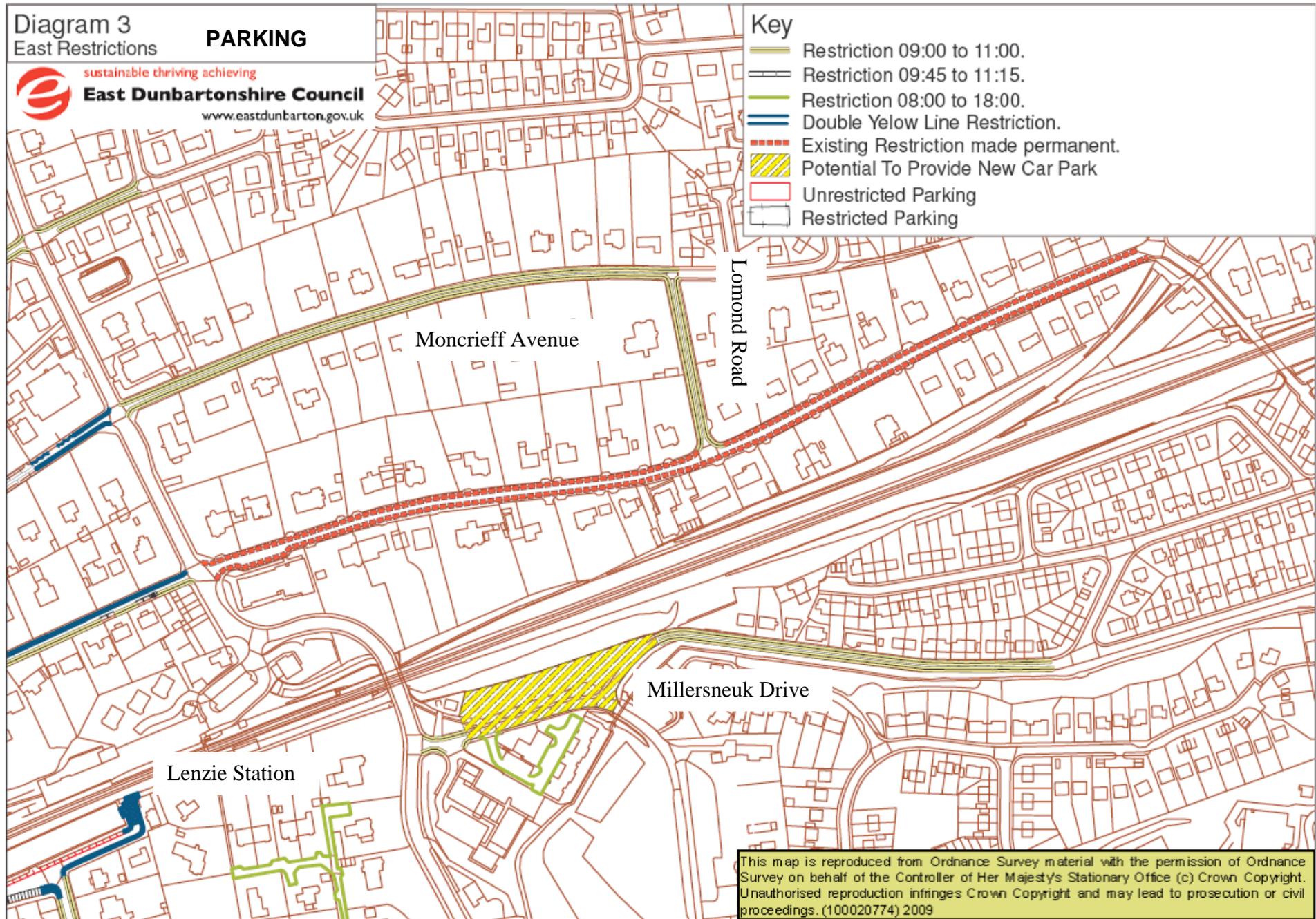
sustainable thriving achieving

**East Dunbartonshire Council**

www.eastdunbarton.gov.uk

### Key

- Restriction 09:00 to 11:00.
- Restriction 09:45 to 11:15.
- Restriction 08:00 to 18:00.
- Double Yellow Line Restriction.
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- Potential To Provide New Car Park
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- Restricted Parking



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Diagram 4  
Lenzie Primary Restrictions

**PARKING**



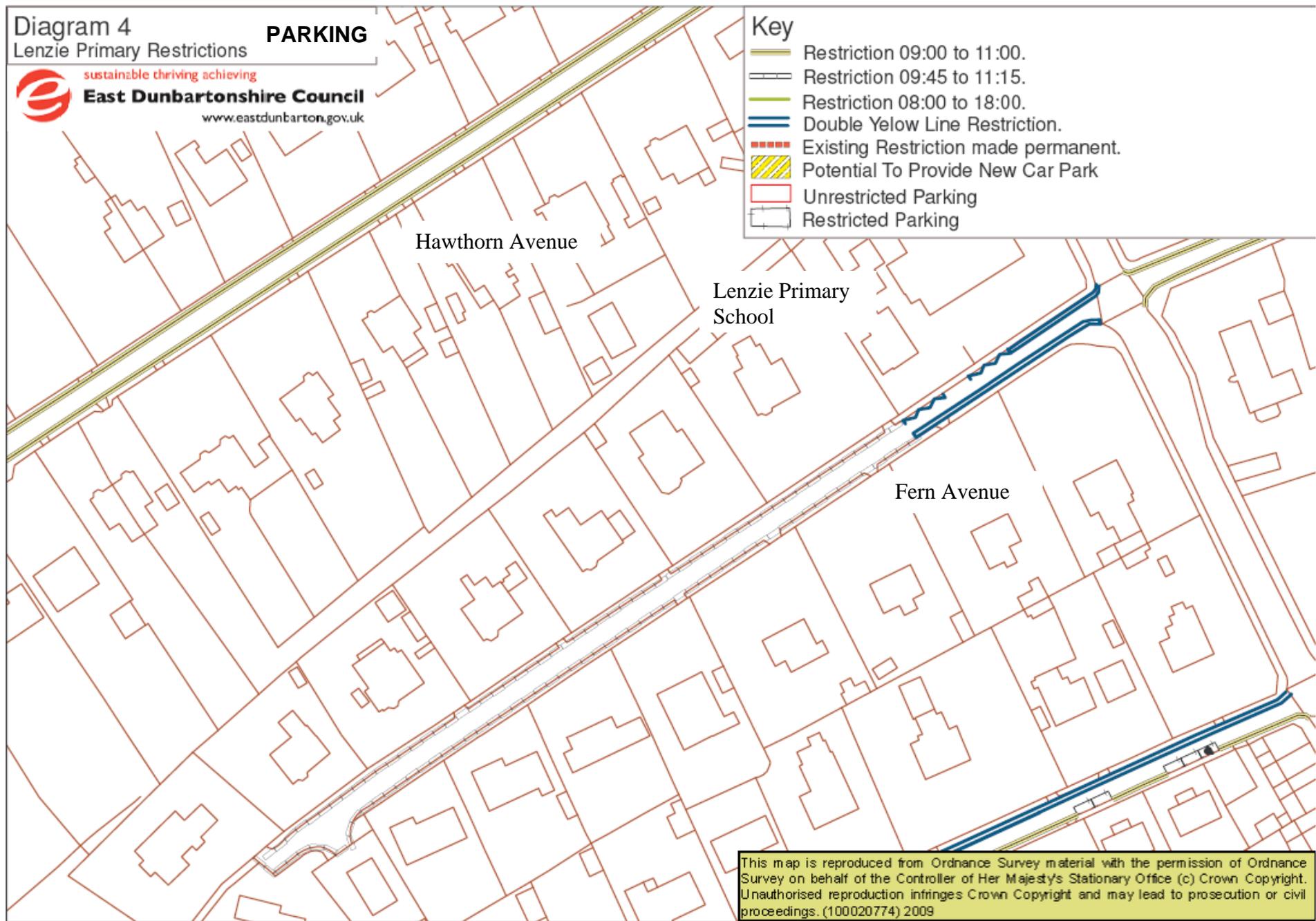
sustainable thriving achieving

**East Dunbartonshire Council**

www.eastdunbarton.gov.uk

**Key**

-  Restriction 09:00 to 11:00.
-  Restriction 09:45 to 11:15.
-  Restriction 08:00 to 18:00.
-  Double Yellow Line Restriction.
-  Existing Restriction made permanent.
-  Potential To Provide New Car Park
-  Unrestricted Parking
-  Restricted Parking



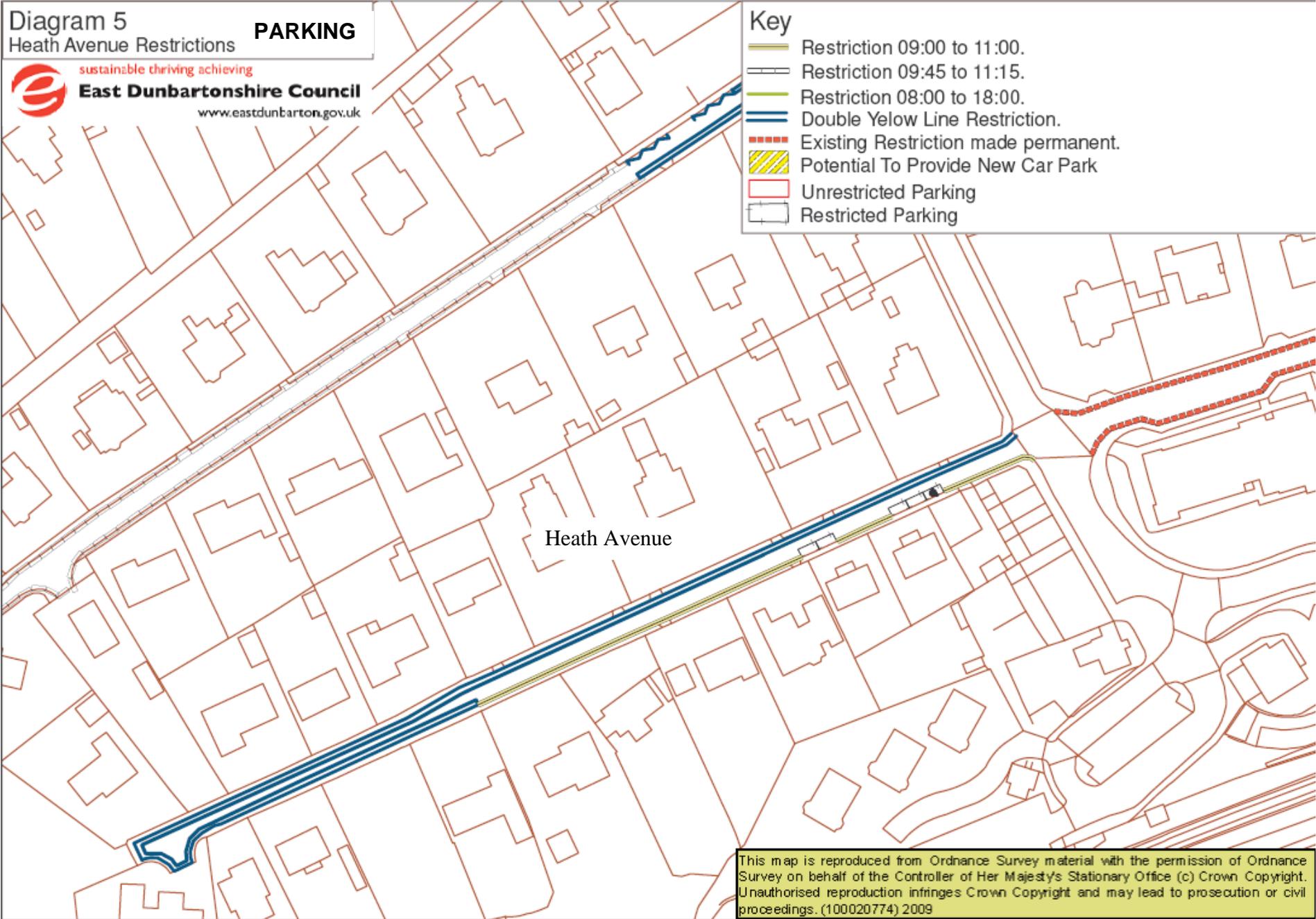
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Diagram 5  
Heath Avenue Restrictions **PARKING**



**Key**

- Restriction 09:00 to 11:00.
- Restriction 09:45 to 11:15.
- Restriction 08:00 to 18:00.
- Double Yellow Line Restriction.
- Existing Restriction made permanent.
- Potential To Provide New Car Park
- Unrestricted Parking
- Restricted Parking



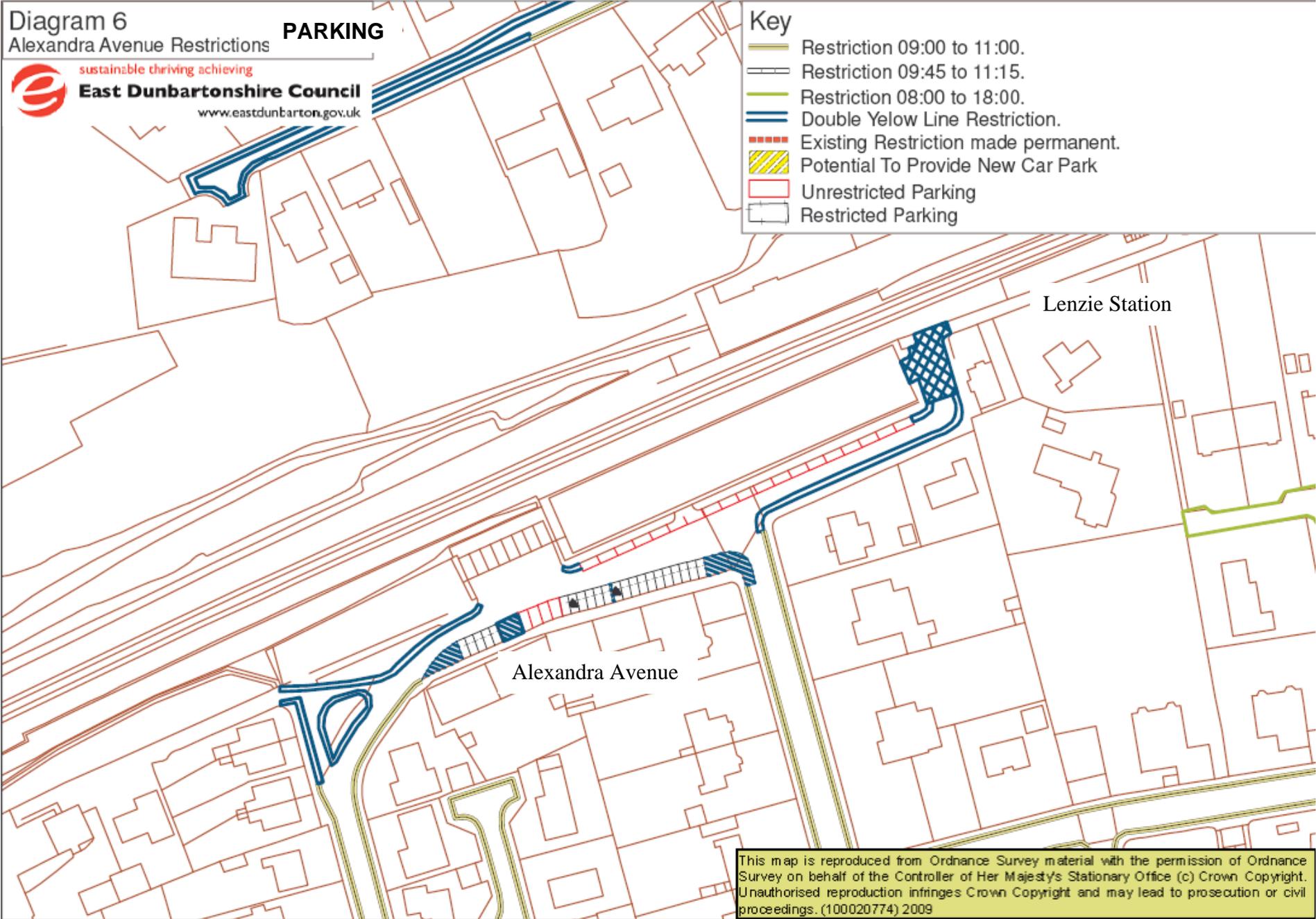
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Diagram 6  
Alexandra Avenue Restrictions **PARKING**

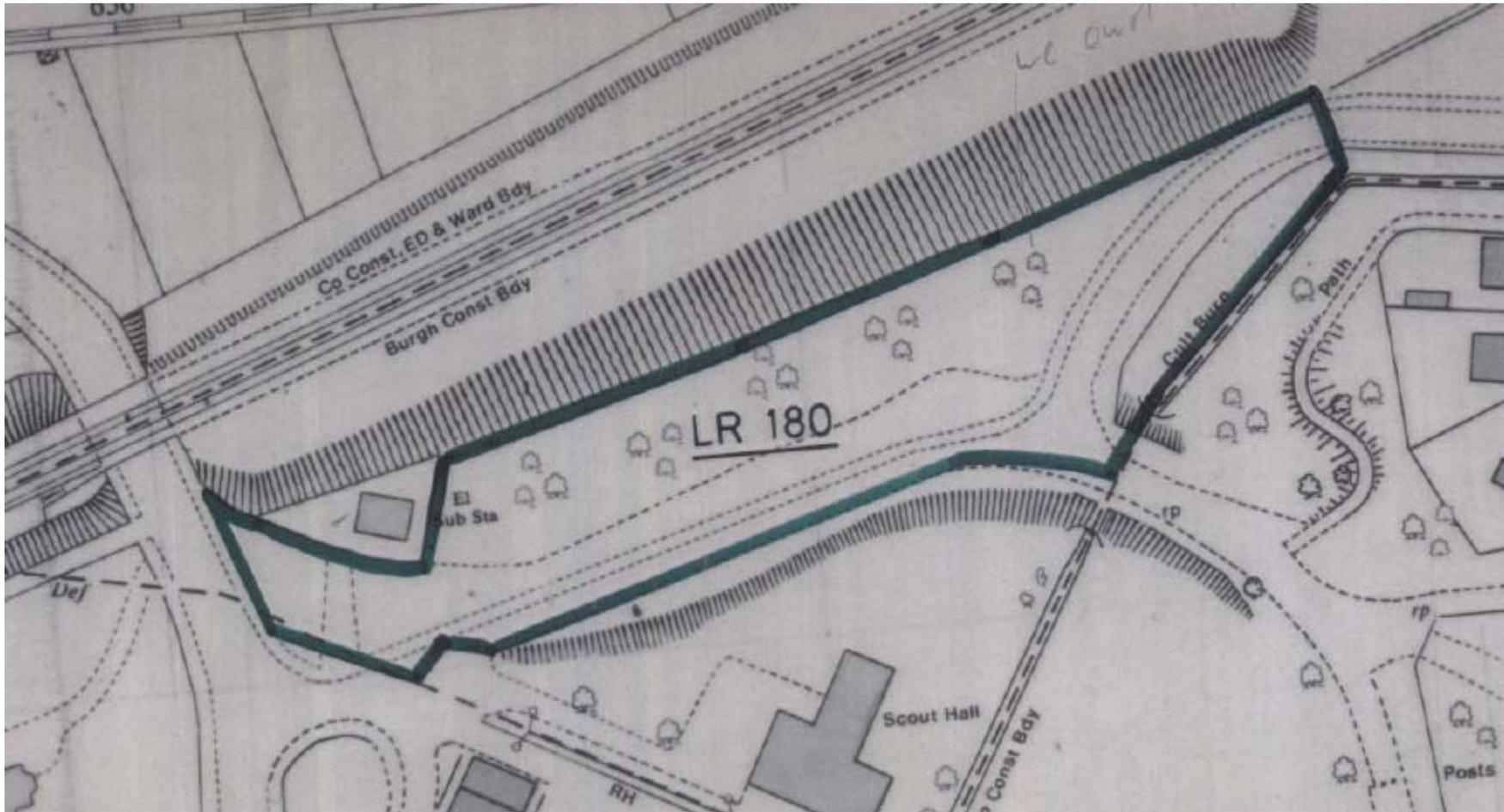


**Key**

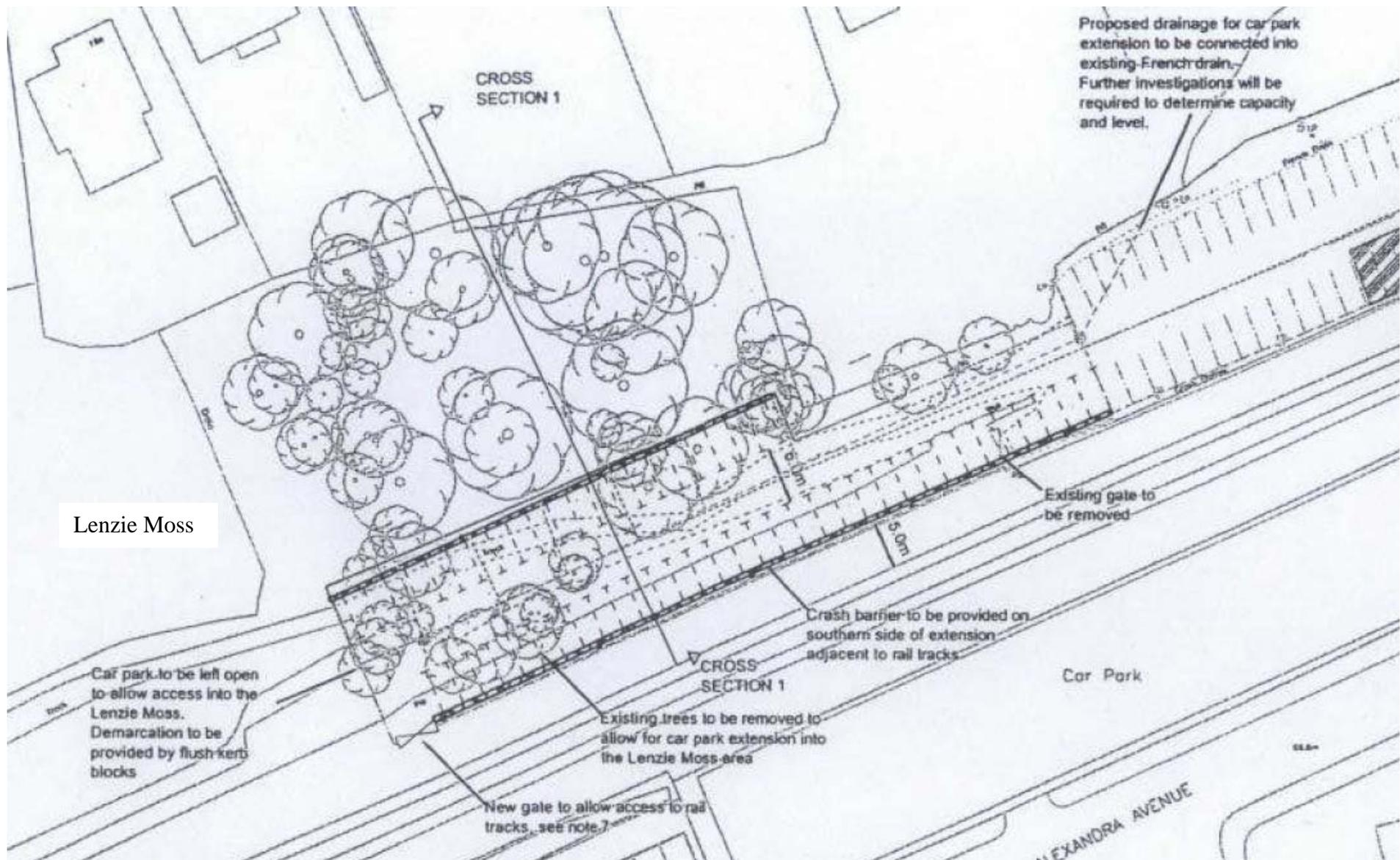
- Restriction 09:00 to 11:00.
- Restriction 09:45 to 11:15.
- Restriction 08:00 to 18:00.
- Double Yellow Line Restriction.
- Existing Restriction made permanent.
- Potential To Provide New Car Park
- Unrestricted Parking
- Restricted Parking



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Council Controlled Land, North of Millersneuk Road with potential for parking



Proposed Extension to Lenzie Train Station North Car Park.



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<b>D &amp; I COMMITTEE</b>	<b>DATE: 1 JUNE 2010</b>
<b>REPORT NO: D&amp;I-080/10</b>	<b>BY DIRECTOR OF DEVELOPMENT AND INFRASTRUCTURE</b>
<b>CONTACT OFFICER</b>	<b>SCOTT FRASER, ROADS SERVICE, 8576</b>
<b>SUBJECT</b>	<b>WEST CHAPELTON AVENUE AND WEST CHAPELTON DRIVE, BEARSDEN PROPOSED SPEED CUSHIONS</b>

---

## **1.0 PURPOSE**

- 1.1 This report seeks Committee approval for the Head of Roads & Neighbourhood Services to progress a proposal to install five sets of speed cushions on West Chapelton Avenue and three sets of speed cushions on West Chapelton Drive, Bearsden, as shown on the attached plan.

## **2.0 SUMMARY**

- 2.1 West Chapelton Avenue runs between the A81 Milngavie Road and the A809 Drymen Road, providing access to mainly residential properties, a few commercial properties, and a Doctor's surgery, within Bearsden. The A81 Milngavie Road and the A809 Drymen Road form part of the main distributor road network through Bearsden. Traffic signals are in operation on the A81 Milngavie Road at its junction with West Chapelton Avenue and the access to an Asda store. West Chapelton Drive runs between the A81 Milngavie Road and West Chapelton Avenue, providing access to residential properties.
- 2.2 Currently, West Chapelton Avenue and West Chapelton Drive are subject to 30 mph speed limits.
- 2.3 West Chapelton Avenue is presently being used by drivers as a short cut between the A81 Milngavie Road and the A809 Drymen Road. Through traffic is therefore presently travelling along a residential road between two main distributor roads in Bearsden. In addition, a survey of vehicle speeds was carried out which indicated that the measured average speed of vehicles on West Chapelton Avenue is 28 mph in the eastbound direction, with 35% of vehicles currently exceeding the 30 mph speed limit and the measured average speed of vehicles in the westbound direction is 30 mph, with 50% of vehicles currently exceeding the 30 mph speed limit. It is the view of the Roads Service that the measured speeds of vehicles are inappropriate on West Chapelton Avenue and are detrimental to road safety.
- 2.4 In order to discourage through traffic and as a means of reducing vehicle speeds on a residential road, it is proposed to install five sets of speed cushions on West Chapelton Avenue, at the locations shown on the attached plan. In addition, in order to discourage drivers from using West Chapelton Drive, in order to avoid the proposed speed cushions on West Chapelton Avenue, it is also proposed to install three sets of speed cushions on West Chapelton Drive, at the locations shown on the attached plan. The speed cushions will be constructed to a height of approximately 75mm.

- 2.5 Formal consultations on the proposal have been carried out by the Roads Service with the three Ward Members, and with statutory consultees and no objections have been received. However, Bearsden East Community Council submitted a letter of support for the proposed scheme which was caveated with issues regarding the location of the proposed speed cushions in relation to vertical and horizontal geometry. As a result Roads Officers met with the Secretary of Bearsden East Community Council on Wednesday 26 May 2010, and explained the proposal. Confirmation has now been received by e-mail from Bearsden East Community Council confirming that they are satisfied with the proposed scheme.

## **2 RECOMMENDATION**

It is recommended that Committee:

- (i) Notes the contents of this report;
- (ii) Instructs the Head of Roads & Neighbourhood Services to progress a proposal to install five sets of speed cushions on West Chapelton Avenue and three sets of speed cushions on West Chapelton Drive, Bearsden, as described in 2.4 of this report and as shown on the attached plan.

**DEREK CUNNINGHAM**  
**DIRECTOR – DEVELOPMENT & INFRASTRUCTURE**

**4.0 IMPLICATIONS FOR OTHER DEPARTMENTS**

**4.1 Finance**

None

**4.2 Legal**

Involved in the promotion of a proposal to install speed cushions on West Chapelton Avenue and West Chapelton Drive, Bearsden.

**4.3 Human Resources**

None

**4.4 Public Relations**

None



Scale: 1:2500

Contact: [contact]  
 Date: 23/04/10

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Title: WEST CHAPELTON AVENUE WEST CHAPELTON DRIVE, BEARSDEN  
 PROPOSED SPEED CUSHIONS

---

**DEVELOPMENT &  
INFRASTRUCTURE  
COMMITTEE**

**1 JUNE 2010**

**D&I/064-10**

**DIRECTOR OF DEVELOPMENT & INFRASTRUCTURE**

**CONTACT OFFICER:**

**DEREK CUNNINGHAM 578 8420**

**SUBJECT TITLE:**

**PETITIONS – TRAFFIC MANAGEMENT MEASURES IN THE  
KESSINGTON AREA OF BEARSDEN**

---

**1.0 PURPOSE**

- 1.1.** The purpose of this report is to advise the Committee of two petitions which have been received:

Petition 1- c. 640 names 'Support the appeal for legislation to ban HGV's from Boclair Road and also for a residential 20 mph mandatory limit to be implemented in the area of Kessington bounded by Boclair Road, Milngavie Road, Maryhill Road and Inveroran Drive'.

Petition 2 – c. 216 names 'In order to reduce the number of vehicles "rat running" and speeding through Rannoch Drive, Buchanan Drive, Kessington Road and adjacent roads, I support this petition to implement a 20 mph mandatory speed limit in the area of Kessington bounded by Boclair Road, Milngavie Road, Maryhill Road and Inveroran Drive. Also, to encourage school pupils and other pedestrians to walk safely around this residential area, pedestrian crossings on Rannoch Drive and on Boclair Road near the cemetery gates'.

There is a degree of duplication in respect of the names of petitioners being included on both petitions.

**2.0 SUMMARY**

- 2.1.** Extracts of the petitions are included as an **appendix** to this report.
- 2.2.** The Council has previously sought to take forward traffic calming proposals in this area. These were abandoned following the high level of public objections and the abandonment was approved by the Development and Environment Committee on the 9<sup>th</sup> September 2008.
- 2.3.** The Roads Service has considered the contents of the petitions and have discussed the matters arising with Strathclyde Traffic Management Police. For the reasons detailed in the body of this report the Roads Service would not be in a position to support all of the specific measures requested by the petitioners.
- 2.4.** Notwithstanding the above comments, the Roads Service does recognise there are issues in this area which would benefit from some form of traffic management measures. To this end the service has already identified a future funding requirement with sums included in the provisional capital programme for Kessington Area in 2012/13. Clearly however this will be subject to review and confirmation as future year budgets are finalised and approved in detail in due course.

### **3.0 RECOMMENDATIONS**

It is recommended that the Council

- 3.1.** Notes the contents of the petition
- 3.2.** Agrees that the actions requested by the petitioners in respect of an HGV ban on Boclair Road and the implementation of a mandatory 20mph speed limit are not taken forward.
- 3.3.** Instructs the Head of Roads and Neighbourhood Services to develop proposals for the Kessington Area for consideration in line with the provisional capital programme of works in 2012/13 and that consideration be given to the suitability of pedestrian crossings as part of such proposals.
- 3.4.** Instructs the Head of Roads and Neighbourhood Services to report back to Committee in due course for approval of any proposed scheme.

**DEREK CUNNINGHAM**  
**DIRECTOR OF DEVELOPMENT & INFRASTRUCTURE**

## **4.0 BACKGROUND**

### ***Ban of HGV Traffic on Boclair Road***

- 4.1 If HGV traffic were to be banned on the section of Boclair Road proposed, an alternative route to and from Bearsden / Milngavie would have to be identified that could suitably accommodate vehicles of this size. An alternative route would likely involve Auchenhowie Road which is unsuitable due to the low bridge on Glasgow Road which it is considered the majority of HGV traffic would be unable to negotiate. Furthermore, Glasgow Road / Auchenhowie Road currently experiences significant queues and delays which would only increase if HGVs are banned from Boclair Road. If those vehicles that are unable to negotiate the low bridge were routed to the B8030 via Glasgow Road / Baldernock Road, this would then increase the number of HGV traffic at the junction of B8030 Main Street / Park Road. In addition, if HGV traffic were to be banned on this section of road it can be anticipated that this would have an impact on commercial delivery vehicles that need to gain access to the area in question on a day to day basis. This may result in HGVs performing unsafe turning manoeuvres within Kessington when trying to exit via reduced access points to the detriment of existing road users and pedestrians.
- 4.2 All local authorities are required to regularly review and assess air quality in their areas against a number of air quality objectives (Environment Act 1995). These objectives are set to monitor pollutants that are detrimental to human health. If this review exercise indicates that any of the pollutant levels exceed national standards, the council must declare an Air Quality Management Area (AQMA) and prepare an action plan outlining how these levels will be reduced. Roads Service officers recently met with the Council's environmental officer to discuss existing and potential AQMAs and were advised that the pollutant levels at the B8030 Main Street / Park Road junction are in danger of exceeding national thresholds. It would therefore be inappropriate of the council to knowingly exceed the air quality thresholds by banning HGVs from a principle route where it is understood the air quality levels are currently within acceptable levels.
- 4.3 Notwithstanding the impact to local congestion on Glasgow Road / Auchenhowie Road and the resultant air quality concerns, any restrictions to the type of vehicle on Boclair Road would need to be enforced by Strathclyde Police. Whilst only informal discussions have taken place at this point, the Roads Service has been advised by Strathclyde Traffic Management Police that it is highly unlikely they would be able to successfully enforce any such restriction on Boclair Road which, in terms of geometry and structure, is suitable for use by HGV traffic.

### ***Mandatory 20mph Speed Limits***

- 4.5 As confirmed by Strathclyde Traffic Management Police, mandatory 20mph speed limits must be self enforcing, i.e. through the creation of conditions in which drivers naturally drive at around 20mph by means of traffic calming measures. The Roads Service previously attempted to implement traffic calming on Kessington Road and Buchanan Drive and received around 45 objections as part of the statutory consultation process which resulted in these proposals being abandoned in 2008. Based on the number of properties on Kessington Road, Buchanan Drive and the surrounding roads, it is reasonable to anticipate there could be up to 150 local objections to the traffic calming measures necessary to implement mandatory 20mph speed limits. Please note that this does not include objections the council may receive who are not local to the area but may be affected by the proposal. If this level of objections were to be raised, it would make it highly unlikely that a Traffic Regulation Order (TRO) necessary for a traffic calming scheme and mandatory 20mph speed limits would be successful.

## *Installation of Pedestrian Crossings*

- 4.6 The Roads Service assesses the need of pedestrian facilities by means of the national agreed criteria known as  $PV^2$ . This criteria evaluates the potential conflict between pedestrians and vehicles over a 100m stretch of road. The degree of conflict between pedestrians (P) and vehicles (V) is determined by the 2-way total hourly flow of vehicles and the 2-way total hourly flow of pedestrians crossing the road within 50m of either side of the road over a 12 hour period, between 7am and 7pm. The numerical criterion against which the requirement for a pedestrian crossing will be assessed is provided by the average of the four highest hourly rates of  $PV^2$ .

The Roads Service undertook a  $PV^2$  survey on Tuesday 3<sup>rd</sup> March 2009 on Boclair Road at the cemetery gates. The results of this survey returned a pedestrian / vehicle conflict value which indicated a crossing was not justified. Notwithstanding this, the Roads Service intend to assess the entire Kessington Area of Bearsden in order to identify demand and potential locations for pedestrian facilities which might meet the above criteria, and, if appropriate, consider for implementation within any scheme brought forward in relation to the provisional capital programme of works in 2012/13.

### **5.0 IMPLICATIONS**

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|-----|------------------|------|
| 5.1 | Finance          | None |
| 5.2 | Legal            | None |
| 5.3 | Human Resources  | None |
| 5.4 | Public Relations | None |